

STATE OF CONNECTICUT.



REPORT
OF THE
RAILROAD COMMISSIONERS.
1902




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State of Connecticut
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1902

50TH ANNUAL REPORT

OF THE

Railroad Commissioners

TO WHICH ARE ADDED

STATISTICAL TABLES

COMPILED FROM THE

Annual Reports of the Steam Railroad Companies of
the State for the Year Ending June 30, and
of the Street Railway Companies for
the Same Period

PRINTED BY ORDER OF THE LEGISLATURE

HARTFORD PRESS:
THE CASE, LOCKWOOD & BRAINARD COMPANY
1902

Railroad Commissioners

WASHINGTON F. WILLCOX

WM. O. SEYMOUR

ORSAMUS R. FYLER

State of Connecticut.

REPORT.

To His Excellency, GEORGE P. McLEAN,

Governor of Connecticut:

Herewith is submitted the Fiftieth Annual Report of the Board of Railroad Commissioners, for the year 1902, containing the reports of the operations of the steam railroad and street railway companies for the year ending June 30, 1902, with the statistical tables compiled therefrom, and a condensed statement of the proceedings of the Board to the date of this report. The financial results of the operations of the steam railroads for the year covered by this report have been unprecedented, exceeding those of any previous year in their history, as will be more fully seen in the financial statement elsewhere given. The gross earnings of the four operating companies amounted to \$45,125,648.70, of which sum the New York, New Haven & Hartford Railroad Company earned \$43,521,087.11, the New London Northern Railroad Company, \$992,546.67, the Central New England Railway Company, \$593,965.43, and the South Manchester Railroad Company, \$18,049.49. The earnings of each of the foregoing companies, except the Central New England Railway Company, exceed the earnings of the previous year. To this result the passenger department contributed \$21,729,739.43 and the freight department \$22,942,302.76, the balance being derived from other sources. Nearly six millions more passengers have been carried and one and one-half million tons of freight moved than during the previous year. The Naugatuck Railroad is to be double-tracked between a point south of Derby junction and Waterbury, that part south of the junction having been completed. The

portion between the junction and Ansonia, together with the building of a bridge over the Naugatuck River, a long stretch of pile bridging over the Derby flats, the elimination of the Causeway crossing between Derby and East Derby, and the erection of a new passenger station building in place of those heretofore used by the New Haven & Derby and the Naugatuck Railroads, is in process of construction and will be completed early in the coming spring, unless delayed by legal complications. When the double tracks between Derby junction and Ansonia are completed, the traffic now passing over the tracks of the New Haven & Derby and the Naugatuck Railroads will be transferred to them, thus bringing together the traffic of the two roads. The changes contemplated between Ansonia and Waterbury have not yet been submitted to us for our approval. The work incident to the elevation of the tracks through that portion of the city of Bridgeport extending from the steamboat wharf easterly along the wharf front and across the harbor to the easterly line of the city has been vigorously prosecuted during the past year and will be completed so soon as an undertaking of such magnitude can be accomplished, probably during the latter part of the coming year. Since our last report the Hartford & Connecticut Western Railroad Company has made the third ineffectual attempt to secure a right of way for its Springfield extension across the "Montague farm," so called, by bringing an application to a judge of the Superior Court under the provisions of Chapter 166 of the Public Acts of 1889. The decision of the Supreme Court upon this application may be found in the Appendix, pages 41-49. As soon as the adverse decision of the Supreme Court upon this application was announced, the construction of the East Granby & Suffield loop was commenced, passing around the "Montague farm," instead of crossing it, and was completed and opened for business in September last. On pages 50-52 of the Appendix will be found the decision of the Supreme Court upon the Terryville grade crossing case referred to in our last report.

PROCEEDINGS OF THE BOARD PERTAINING TO
STEAM RAILROADS.

NORWICH.

Upon the petition of the New York, New Haven & Hartford Railroad Company, the lessee of the Norwich & Worcester Railroad, alleging that public convenience and necessity did not require the running of passenger trains between Norwich station in the city of Norwich and the Union station, so called, in said city, we issued our approval of the discontinuance of such trains in accordance with the provisions of a resolution of the General Assembly concerning the extension of the Norwich & Worcester Railroad, approved June 20, 1899.

MYSTIC DRAWBRIDGE.

The Mystic River drawbridge was furnished with safety signals and derailing switches in 1887, and permission was then given for trains to pass over the bridge without stopping as required by law, provided the speed of all such trains be reduced to not exceeding ten miles an hour. Upon the petition of the New York, New Haven & Hartford Railroad Company, alleging that it would be consistent with public safety that the speed of such trains should be increased, upon consideration we found the request reasonable, and therefore issued an order authorizing trains to pass the draw without stopping, at a rate of speed not exceeding twenty miles an hour.

SPUR TRACK AT CORNWALL.

The selectmen of the town of Cornwall presented a petition asking permission for the Kaolin Company of Manchester, Conn., to lay a sidetrack for switching purposes across a highway in the town of Cornwall, situated about one mile north of the West Cornwall station of the Berkshire division of the New York, New Haven & Hartford Railroad. The crossing was visited and examined and, no opposition being made, the petition was granted.

SPUR TRACK IN BRIDGEPORT.

The mayor of the city of Bridgeport presented a petition asking for permission to extend the present railroad track easterly along South Railroad Avenue, in said city, about 275 feet, to be used for switching purposes only by the Bridgeport Malleable Iron Company. Upon hearing the petition and examining the crossing the petition was granted.

DERBY.

On the 25th day of February, 1902, the city of Derby presented its petition for the elimination of a certain grade crossing of the tracks of the Naugatuck division of the New York, New Haven & Hartford Railroad by a highway in said city, known as the Causeway. The Causeway upon which the tracks of the Derby Street Railway are laid and operated is at present crossed at grade in two different places by the tracks of the Naugatuck and New Haven & Derby Railroads. Each of said crossings are dangerous because of the large amount of travel on the Causeway and the frequency of the trains on both railroads. On account of this danger, gates have been established and operated at each of said crossings. On October 5, 1901, the New York, New Haven & Hartford Railroad Company presented its petition for our approval of a change in the location of the New Haven & Derby Railroad from a point near Derby junction, so called, in the city of Derby, northerly to a point near the west bank of the Naugatuck River in the city of Ansonia, proposing to cross the highway known as the Causeway with a double track road at a point about 300 feet easterly of the present Derby station crossing, raising said Causeway so as to pass over the tracks of said railroad by means of a bridge eighteen feet in the clear above said tracks, and when so completed, to remove the present tracks of the New Haven & Derby Railroad and to transfer the traffic of both the New Haven & Derby and the Naugatuck Railroads to the tracks of the changed line passing under the said Causeway. This petition was brought under Section 3461 of the General Statutes of 1889, and the cost of the change proposed is to be borne entirely by

the railroad company. It seemed to us that, in the interest of public safety, the petition should be granted, and we so determined. When the changes so ordered are effected it seemed to us that the dangers now existing at the present grade crossings would be practically eliminated. After this petition had been granted and the work incident thereto had been begun, viz., on February 25, 1902, this petition was brought for an elimination of the grade crossing of the Naugatuck Railroad near the East Derby station, asking for changes which would involve an additional expenditure of about \$100,000. It seemed to us that we would not be justified in requiring such a large additional expenditure until the first order had been complied with, and its results determined, as affecting the danger of this crossing, which it is claimed will be practically eliminated thereby. We therefore decided that the petition ought not to be granted at this time and dismissed it. The city was aggrieved by our action and has appealed from our decision.

TORRINGTON.

On the 14th day of May, 1902, the warden and burgesses of the borough of Torrington brought a petition asking that Summer Street, in said borough, be carried under the tracks of the Naugatuck division of the New York, New Haven & Hartford Railroad, instead of crossing at grade as at present. The case was heard in Torrington on the 18th of June, the situation examined, and the changes desired were ordered, one-quarter of the expense to be borne by said borough and three-quarters by the railroad company.

NEW BRITAIN.

The mayor and common council of the city of New Britain presented to us their petition, dated June 25, 1902, for gates to be established and operated on Church, Curtiss, and East Main Streets where they are crossed by the tracks of the Highland division of the New York, New Haven & Hartford Railroad in said city. The railroad company filed in writing its consent to the issuance of such an order as the petition asked for and waived a public hearing thereon, whereupon at the joint request of both parties the order was granted.

TORRINGTON.

The warden and burgesses of the borough of Torrington presented to us an application for the approval of a spur track at grade, for switching purposes only, across Summer Street, in said borough, extending into and upon the grounds of the Coe Brass Manufacturing Company. The track in question has existed and been operated at grade across Summer Street in said borough for some time past, but has not been formally ordered by the Railroad Commissioners as the law requires, and this application was brought to obtain such formal permission. Having visited and examined the crossing, such permission was granted with the consent of all parties thereto.

EAST HAMPTON.

The New York, New Haven & Hartford Railroad Company presented its petition for our approval of the taking of certain lands for additional tracks and turnouts, and for freight and passenger stations and depots, and to widen and extend its depot grounds, at and adjacent to the present depot grounds at East Hampton station, on the Air Line division of its road. After reasonable notice to the parties and an examination of the premises and hearing had, we were of the opinion that the land proposed to be taken was necessary for the purposes named in the petition, and we therefore gave our written approval of the taking of the same.

BRIDGEPORT.

The mayor and common council of the city of Bridgeport presented to us their petition, dated August 21, 1902, asking that the American Tube and Stamping Company be authorized to extend a sidetrack for switching purposes only from a point about 152 feet westerly from the westerly side of Hancock Avenue in a westerly direction to and into the land of said stamping company. After notice to the parties, and hearing had, at which no objection was made, the crossing was visited and the petition granted.

SPRINGFIELD EXTENSION.

On September 8, 1902, we examined that portion of the Springfield extension from the northerly line of the "Montague farm," so called, through the towns of Granby and Suffield to the boundary line between the states of Connecticut and Massachusetts; also the East Granby & Suffield Railroad about three and seven-tenths miles in length, and certified that the roads were in a suitable and safe condition for the transportation of passengers.

ASYLUM STREET BRIDGE, HARTFORD.

We received a petition from the mayor and common council of the city of Hartford complaining of the dripping of water, tar, and grease from the bridge over Asylum Street, and asking us to investigate the matter after notice to the parties. After a hearing at which the conditions complained of were presented it was suggested that the engineers of the city and the railroad company confer and, if possible, agree upon a plan that would be mutually satisfactory, which was afterwards done and we formally approved of the plan proposed.

SHELTON.

The warden and burgesses of the borough of Shelton presented a petition asking that the Derby Gas Company be permitted to lay a sidetrack for switching purposes upon and along the easterly side of Canal Street, in said borough, from the northerly side of Bridge Street to the northerly line of Cornell Street. After proper notice and hearing, and having examined the situation, the petition was granted.

CONGRESS STREET, BRIDGEPORT.

A petition was brought by the New York, New Haven & Hartford Railroad Company for permission to extend the tracks of the Housatonic Railroad Company over Congress Street in said city by means of a bridge, leaving a clear space between the abutments of forty feet and a clear height between the surface of said street and the lowest girders of said bridge of thirteen feet. At the hearing of the petition it appeared that proceed-

ings had been commenced prior to this petition to widen said Congress Street across said railroad from fifty to seventy-five feet in width, to which the parties consented, and an order was made increasing the width of the opening correspondingly upon the condition, accepted by the city, that one-half of the expense of such crossing, as the same shall be increased by said widening, be paid by the city of Bridgeport, and the additional cost of the changes ordered be borne by the railroad company.

NEW BRITAIN.

Upon the petition of the mayor and common council of the city of New Britain for a sidetrack for switching purposes at grade across Whiting Street, in said city, to and into the grounds of the Stanley Rule and Level Company, so that freight can be transferred to and from said premises across said street for shipment upon the main tracks of said railroad company, a public hearing was had, after notice to the parties, and visiting and examining said crossing, the petition was granted, no opposition thereto being made.

NEW HAVEN.

The mayor and common council of the city of New Haven presented their petition, dated August 18, 1902, for flagmen to be stationed at Argyle, Division, Thompson, Ivy, Brewster, and Bassett Streets, in said city, where they are crossed by the tracks of the Northampton division of the New York, New Haven & Hartford Railroad Company. At the hearing of the petition it appeared that proceedings were pending in court to determine whether Thompson and Brewster Streets were legal crossings of said railroad, and so much of said petition as pertained to said streets was dismissed from consideration. After hearing the testimony and visiting the premises we ordered flagmen to be stationed at Division and Argyle Streets, an electric signal bell at Bassett Street, and decided that with the exercise of reasonable precaution at Ivy Street no further protection was necessary.

PLAINFIELD.

The selectmen of the town of Plainfield presented a petition for gates, flagman, or an electric signal at a highway crossing the tracks of the Norwich & Worcester and the Providence & Willimantic divisions of the New York, New Haven & Hartford Railroad Company near the Plainfield station in said town. After hearing the petition, visiting and examining the crossings, we ordered a flagman to be stationed at the crossing of the Norwich & Worcester Railroad whenever any engines, cars, or trains crossed the same between the hours of 6 A. M. and 7 P. M., daily, Sundays excepted, and decided that with the exercise of such reasonable precaution as the law requires no additional protection was needed at the crossing of the tracks of the Providence & Willimantic Division.

ANSONIA.

The New York, New Haven & Hartford Railroad Company presented their petition for our approval of the taking, by condemnation, of certain lands in the city of Ansonia, near the station in said city, needed for additional tracks, turnouts, and freight and passenger stations, etc. Upon which petition we issued the notices required by law, heard the case, and, finding that the taking of such land was necessary for the proper construction and operation of said road in accordance with plans heretofore approved by us, we issued our approval of the taking of said land and prescribed the limits within which it could be taken.

SUNDAY TRAINS.

We have issued the usual number of permits for running trains on Sunday on the ground of public necessity and for the preservation of freight.

The foregoing are the principal matters pertaining to the steam railroads which have been brought to our attention by petition requiring our investigation and action. The various railroads have been inspected according to law and the results

of such inspection have been reported direct to the companies responsible for their condition. The proceedings of the Board referring to the street railways will be found on page 27.

ACCIDENTS.

The following is a summary of the casualties resulting from the operation of the steam roads for the past year:

	Injured.	Fatal.	Not Fatal.
Passengers,	33	1	32
Employees,	242	35	207
Trespassers,	126	81	45
Others,	20	8	12
	<hr/> 421	<hr/> 125	<hr/> 296

PASSENGERS.

The number of passengers injured on the steam roads within this State during the year covered by this report, as shown in the foregoing statement, has been thirty-three, twenty-three more than for the previous year, one of whom was fatally injured by getting off a train in motion at the station at Windsor Locks. Eleven others were also injured elsewhere in getting on or off trains in motion. Eleven were injured in collisions, two by derailments, and others from causes not named.

EMPLOYEES.

The number of employees injured has been 242, an increase of thirteen over the number reported for the previous year. The number of injuries which resulted fatally was thirty-five, which is fifteen more than for the previous year. Twenty-seven were injured coupling or uncoupling cars, ten more than were so injured last year. It was expected the general introduction of automatic couplers would diminish rather than increase this class of injuries. Forty-four were injured in falling from

trains or engines, two more than were injured from this cause last year. Twenty-two were injured by overhead obstructions, ten more than for the previous year. The number injured from other causes not specified was 139, compared with 158 for the preceding year.

TRESPASSERS.

The injuries resulting from trespassing upon the tracks have been 126, compared with 147 for the previous year, of whom eighty-one were killed, nine more fatalities than last year. The results of this dangerous practice for a decade are as follows:

1893,	.	.	.	163 injured,	85 killed.
1894,	.	.	.	175 "	74 "
1895,	.	.	.	150 "	78 "
1896,	.	.	.	165 "	95 "
1897,	.	.	.	156 "	89 "
1898,	.	.	.	154 "	97 "
1899,	.	.	.	117 "	71 "
1900,	.	.	.	138 "	70 "
1901,	.	.	.	147 "	72 "
1902,	.	.	.	126 "	81 "
Total for ten years,				1,491 "	812 "

INJURED AT HIGHWAY CROSSINGS.

The number injured at grade crossings has been twenty-four, one less than last year, fourteen of whom were killed, two more than for the previous year. The total number of grade crossings in the State is 981, four less than last year. Three grade crossings have been eliminated during the past year in the town of Thompson, two of which were on the New England Railroad and one on the Norwich & Worcester Railroad, in said town, and one eliminated in the town of Windsor on the New York, New Haven & Hartford Railroad. The number of highway crossings under the tracks is 273, and the number passing overhead is 225. The number of grade crossings protected by gates is 110, with flagmen 35, and with signal bells 31.

FINANCIAL STATEMENT.

CAPITAL STOCK.

The capital stock of the companies reporting to us on June 30, 1902, was \$103,346,568.38, an increase of \$3,000.00 over that of the previous year, made in the stock of the Hartford & Connecticut Western Railroad Company. The capital stock issued per mile of road is \$67,543.24.

FUNDED DEBT.

The total funded debt of the companies is \$39,144,000.00, being the same as that of the previous year. The funded debt per mile of road is \$25,582.98.

The current liabilities of the companies amount to \$6,637,594.30, which is \$640,040.17 less than for the previous year. The Boston & New York Air Line Railroad Company has increased its liabilities \$463.28 during the year, the Hartford & Connecticut Western Railroad Company \$2,217.00, and the New Haven & Northampton Railroad Company \$210.75. The Central New England Railway Company has decreased its liabilities during the year \$9,805.64, the New England Railroad Company \$455.00, the New London Northern Railroad Company \$9,726.50, the New York, New Haven & Hartford Railroad Company \$614,952.56, the Norwich & Worcester Railroad Company \$7,227.09, and the South Manchester Railroad Company \$764.41, making, as stated above, a net decrease in the current liabilities of \$640,040.17.

GROSS EARNINGS.

The gross earnings of the year ending June 30, 1902, have been \$45,125,648.70, as compared with \$41,761,906.26 for the previous year, showing an increase of eight per cent., amounting to \$3,363,742.44. The passenger revenue was \$18,275,183.82 and the freight revenue \$22,088,944.40, the balance being the revenue from other sources. The gross earnings per mile run were \$1.99166.

OPERATING EXPENSES.

The operating expenses of the year were \$32,627,503.35, being an increase of \$3,234,327.70 over that of the previous

year, almost equaling the increase in earnings, and constituting about 72.3 per cent. of the gross earnings. The operating expenses per mile run were \$1.44005.

NET EARNINGS.

The net earnings have been \$12,498,145.35 and are \$129,414.74 more than for the preceding year. The net earnings per mile run were \$0.55162.

TAXES.

The amount of taxes paid was \$2,480,526.12, which is \$15,104.77 in excess of the amount paid for the previous year. The amount of taxes paid to the State of Connecticut was \$984,918.37. The entire amount paid for taxes is about five and one-half per cent. of the gross earnings.

DIVIDENDS.

Dividends amounting to \$5,315,182.00 have been paid on capital stock amounting to \$73,132,300.00 and no dividends have been paid on \$30,211,268.38 of capital stock. The highest rates of dividend paid were ten per cent. on the stock of the Naugatuck Railroad Company, nine per cent. on that of the New London Northern Railroad Company, and eight per cent. on that of the New York, New Haven & Hartford and Norwich & Worcester Railroad Companies. For a detailed statement of the stock upon which dividends were and were not paid, see table No. 7, page 83.

PASSENGERS CARRIED AND PASSENGER REVENUE.

The number of passengers carried during the year was 60,045,221, showing an increase of eleven per cent., being 5,809,514 more than were carried last year. The average length of each passenger trip was 17.35 miles, being 0.47 miles less than for the previous year. The passenger revenue was \$18,275,183.82, which is \$1,132,968.24 in excess of the revenue of the previous year. The amount received per passenger was 30.436 cents, as compared with 31.60 cents for last year. The average receipts per passenger per mile were \$0.01753,

and the passenger earnings per mile of road \$9,296.38, as compared with \$8,681.33 for the preceding year, and the passenger earnings per train mile \$1.39112.

FREIGHT CARRIED AND FREIGHT REVENUE.

The number of tons of freight carried was 18,730,512, an increase of nine per cent., being 1,578,519 tons over the number carried last year. The average haul was 81.28 miles, as against 80.48 miles for the previous year. The total freight revenue was \$22,088,944.40, as compared with \$20,221,799.96 for last year, being an increase of \$1,867,144.44 over the previous year. The average amount received for each ton of freight handled was \$1.17930 and the average receipts per ton per mile \$0.01451. The freight earnings per mile of road were \$9,-815.14, compared with \$8,944.37 for the previous year, and the freight earnings per train mile \$3.12927.

TRAIN MILEAGE.

The mileage of passenger trains was 15,325,710, being 780,-428 miles more than last year, the mileage of freight trains 7,036,885, being 471,735 miles more than for the previous year, and the mileage of other trains 7,045,926, being 689,368 miles more than for the preceding year. The total mileage of all trains was 29,408,521, an increase of 1,941,531 miles over that of the previous year.

PROPERTY ACCOUNTS.

The property accounts of the companies amount to \$193,-715,621.99, consisting of the following items: Cost of roads, \$118,698,164.11; cost of equipment, \$10,686,445.46; bonds and stocks, \$11,234,851.74; other permanent investments, \$15,208,-404.34; cash and current assets, \$14,937,836.90, and other assets, \$22,949,919.44; making the total sum stated above. The average cost of the roads is \$77,576.44 per mile and the average cost of the equipment \$6,984.23 per mile.

LENGTH OF ROADS.

The length of main line and branches in Connecticut is 1,013.35 miles, the length of the second track 248.55 miles,

and the length of the third and fourth tracks 84.88 miles, making 333.43 miles of second, third, and fourth tracks. There are also 489.90 miles of sidings, an increase during the year of 6.15 miles, making a total of 1,836.68 miles of single track and sidings in the State.

MAINTENANCE OF WAY AND STRUCTURES.

The amount expended for the maintenance of way and structures has been \$6,376,651.87, being \$649,412.29 more than the amount so expended last year, and amounts to \$2,728.05 per mile operated and about \$0.281 per mile run.

MAINTENANCE OF EQUIPMENT.

The amount expended in the maintenance of equipment has been \$5,522,130.74, which is \$942,214.04 more than the amount expended for this purpose last year, showing an expenditure of \$2,362.47 per mile of road operated and \$0.243 per mile run.

CONDITION OF THE ROADS.

Herewith is a detailed statement of the total mileage of all tracks of each of the four operating roads of the State:

The New York, New Haven & Hartford Railroad.

First track,	.	.	.	.	.	2,008.08 miles.
Second track,	.	.	.	.	.	654.43 "
Third track,	.	.	.	.	.	77.21 "
Fourth track,	.	.	.	.	.	76.15 "
Trackage rights,	.	.	.	.	.	67.10 "
Sidings,	.	.	.	.	.	1,189.34 "
Total, all tracks,	.	.	.	.	.	4,072.31 "

The Central New England Railway.

First track,	.	.	.	.	.	183.10 miles.
Second track,	.	.	.	.	.	4.60 "
Trackage rights,	.	.	.	.	.	1.25 "
Sidings,	.	.	.	.	.	43.80 "
Total, all tracks,	.	.	.	.	.	232.75 "

The New London Northern Railroad, operated by the Central Vermont Railway Company.

First track,	. . . . .	121.00 miles.
Sidings,	. . . . .	39.02 "
Total, all tracks,	. . . . .	160.02 "

The South Manchester Railroad.

First track,	. . . . .	2.25 miles.
Sidings,	. . . . .	2.68 "
Total, all tracks,	. . . . .	4.93 "
Grand total, single tracks of all roads,	. . . . .	4,470.01 "

The results of the operation of the steam roads for the year ending June 30, 1902, although elsewhere stated, under their proper heads, in the body of the report, are grouped here for more convenient reference:

Gross earnings,	. . . . .	\$45,125,648.70
Operating expenses,	. . . . .	32,627,503.35
Net earnings,	. . . . .	12,498,145.35
Freight earnings,	. . . . .	22,942,302.76
Passenger earnings,	. . . . .	21,729,739.43
Earnings from other sources,	. . . . .	453,606.51
Expended for maintenance of way and structures,	. . . . .	6,376,651.87
Expended for maintenance of equipment,	. . . . .	5,522,130.74
Number of new ties laid,	. . . . .	1,415,596
Tons of new steel rails laid,	. . . . .	19,351
Total number of employés,	. . . . .	30,001
Compensation of same,	. . . . .	18,223,913.06
Number employed in maintenance of way and structures,	. . . . .	6,808
Amount paid for their services,	. . . . .	2,996,761.05
Passengers carried,	. . . . .	60,045,221
Passengers injured,	. . . . .	33
Passengers killed,	. . . . .	1
Employés injured,	. . . . .	242
Employés killed,	. . . . .	35
Tons of freight carried,	. . . . .	18,730,512
Number of grade crossings,	. . . . .	981
Injured at grade crossings,	. . . . .	24
Killed at grade crossings,	. . . . .	14
Tons of coal consumed,	. . . . .	1,349,884
Taxes,	. . . . .	\$2,480,526.12
Taxes paid to Connecticut,	. . . . .	984,918.37

NEW YORK, NEW HAVEN & HARTFORD RAILROAD.

WESTERN DISTRICT, NEW YORK DIVISION.

But little new work has been done on this division during the past year other than the work incident to the elevation of the

tracks through the city of Bridgeport from the steamboat wharf to the Stratford town line, which has been vigorously prosecuted and is now well advanced. It has been necessarily a slow and expensive operation to secure proper foundations for the various structures on the wharf front and across the channel of the harbor, but most of these are already placed and much of the masonry to rest thereon has been built to its proper height. Another year, at least, will be needed for the completion of the improvement. A new freight station building 500 feet long has been erected on what has heretofore been known as the Naugatuck freight yard, accessible from adjacent streets without crossing any railroad tracks at grade; also a large freight yard with ample track room has been constructed at East Bridgeport. A new passenger station building is now being erected in Danbury, on White Street, at the junction of the Danbury branch with the Highland division. The track and bridges of this division have been maintained in good condition.

HARTFORD DIVISION.

The main line and branches of this division have been maintained in a satisfactory condition, but few changes aside from the work of maintenance having been made. About three and one-half miles of new steel rails have been laid on the Valley branch, between Middletown and Higganum, on the sharpest curves where the old rails were much worn. A connecting track between the Middletown & Waterbury branch and the Northampton branch has been constructed during the past year near their junction, over which trains now run from Waterbury to New Haven. The track and bridges of the Middletown & Waterbury branch are in a much improved condition.

AIR LINE-NORTHAMPTON DIVISION.

A number of the rock cuts on the Air Line division have been stone ballasted during the past year and much work has been done in various places to improve the drainage by inserting iron pipes under the roadbed in place of open cattle guards and culverts and in opening and rebuilding the ends of culverts

which had become obstructed. Much similar work has also been done in improving the drainage of the Northampton division. The wooden Howe truss bridge on the New Hartford branch near Collinsville has been thoroughly repaired and strengthened, and a new plate girder bridge of eighty-seven feet span been erected just north of Plainville, in place of a lighter structure, not strong enough for the present traffic.

SHORE LINE DIVISION.

That portion of this division extending from New Haven to the Niantic drawbridge is now stone-ballasted, seventeen miles having been done during the past season, only six miles remaining to be done between the present terminus and New London. The long high wooden trestle on the west approach to the Thames River bridge has been filled and converted into a solid earth embankment, which now carries the traffic, and a portion of the west end of the trestle across Winthrop Cove has also been filled and new stringers placed under each rail of the tracks. New one hundred pound steel rails have been placed on the Mystic drawbridge and its approaches. On the Norwich & Worcester branch new steel girders have been placed on a bridge just south of Jewett City, and also on several short bridges between Jewett City and Plainfield, in place of wooden trussed stringers. An iron girder bridge is also being substituted for the old wooden Whipple truss known as bridge No. 10. The highway at North Grosvenordale has been carried over the railroad tracks above grade and the former crossing at grade closed according to our recent order.

BERKSHIRE-NAUGATUCK DIVISION.

These two divisions are now included under the same management. On the Berkshire division about thirteen miles of new steel rails have been laid from Boardman's station to Still River, between Newtown and Botsford, between Botsford and Stepney, and between Trumbull and Bridgeport. Two grade crossings near Kent Furnace have been discontinued. The Stevenson trestle on the Botsford branch has been filled, and

one short iron girder bridge has been substituted for a wooden bridge north of Shelton and three others on the New Haven & Derby branch. On the Naugatuck division that portion of the double tracking south of Derby junction is substantially completed and that between Derby junction and Ansonia is well advanced; but the amount of work to be done on this portion of the line is considerable, involving a bridge over the Naugatuck River, a long stretch of pile bridging and an elimination of the causeway crossing between Derby and East Derby, which is liable to detention. Some 200 tons of new steel rails have been laid on the division during the year. The track of the division and its various branches is in excellent condition.

HIGHLAND DIVISION.

The track of this division has been improved by laying 1,300 tons of new steel rails, weighing seventy-eight pounds per yard, on the sharpest curves, where the rails were most worn, between Waterbury and Sandy Hook and between Vernon and Willimantic; also by laying 71,709 new cross ties. Eight miles of track between Manchester and Columbia and seven miles between Waterbury and Terryville have been thoroughly ballasted. A new freight station and transfer shed has been erected at East Hartford in place of buildings destroyed by fire; also a new station erected at Bolton, in place of one destroyed by fire. An addition of 180 feet is being made to the freight house at New Britain. Such repairs as were needed have been made upon the bridges of the division, and some small culvert openings have been closed by substituting iron pipe therefor. The track was never in better condition than at the present time. The tracks of the Connecticut Central, Melrose, and Rockville branches are also in good condition.

EASTERN DISTRICT.

MIDLAND DIVISION.

A highway near Thompson station has been carried over the railroad above grade, in accordance with our recent order, thus

eliminating two dangerous grade crossings; and a new passenger station and a new freight station have also been erected there. The track from Putnam to East Thompson has been re-ballasted with gravel and the surface and slopes of the ballast have been covered with cobble stones, resembling paving, to obviate dust, which is claimed to be very satisfactory in its results at a comparatively small cost. The original track through Modoc Ledge, so called, has been lowered to the same level as the second track at a much less cost than was anticipated. The bridge over the highway at Putnam has been strengthened by placing additional iron beams under each rail of the tracks crossing it. The track of the Willimantic branch of the Worcester division is in excellent condition, the roadbed in good form and the drainage well provided for. One of the bridges on this line has been renewed in iron, the renewal of another authorized, and needed repairs made on several others.

SUMMARY OF THE OPERATIONS OF THE NEW YORK, NEW HAVEN & HARTFORD SYSTEM, FOR THE YEAR ENDING JUNE 30, 1902.

The gross earnings for the year have been \$43,521,087.11, being \$3,388,775.74 more than the earnings of the preceding year. The passenger revenue was \$17,866,424.51, the freight revenue \$21,018,284.05; the balance, \$4,616,378.55, representing the receipts from other sources. The operating expenses were \$31,273,873.61, being \$3,225,394.71 more than for the previous year, and constituting 71.86 per cent. of the gross earnings. The net earnings or income from operation were \$12,247,213.50, which are \$163,381.03 more than last year. The amount expended for maintenance of way and structures was \$6,157,902.11, being \$681,437.46 more than the amount so expended last year, which is \$2,037.68 per mile of road operated, constituting 19.69 per cent. of the total operating expenses. The number of new ties placed in the track during the year has been 1,320,980, being 648 ties per mile of road operated, and the number of tons of steel rails laid 18,779. The cost of the maintenance of equipment has been \$5,426,008.05, which includes the cost of twenty locomotives, 750

steel frame box cars, 100 coal cars, two car floats, and partial payments on forty-two passenger cars, 250 steel frame box cars, 300 coal cars, and 100 flat cars, also additional electric and other equipment. The whole number of employees, including officers, is 28,691, to whom the sum of \$17,576,387.63 has been paid for services rendered. The number employed in the maintenance of way and structures has been 6,452, whose compensation has been \$2,862,910.00.

CENTRAL NEW ENGLAND RAILWAY.

The track, roadbed, and bridges of this line are in good condition, more attention having been given to ballasting and keeping the track in good line and surface, as is shown by the smooth riding of the trains; also in opening the ditches, perfecting the drainage and keeping the roadbed in more uniform and regular shape. The connection between Tariffville and Springfield has been accomplished, during the past season, by the construction of the East Granby and Suffield loop, 3.7 miles in length, passing around the property through which it was unable to procure a right of way, and it was examined September 8th and authorized to be opened for business. The gross earnings of the year have been \$593,965.43, as compared with \$711,758.86 for the previous year, the passenger revenue being \$208,136.51 and the freight revenue \$315,559.61. The operating expenses were \$436,249.45, in comparison with \$535,103.34 for the previous year, constituting 73.45 per cent. of the gross earnings. The amount expended in the maintenance of way and structures has been \$125,470.02, being \$22,993.50 less than the amount expended for this purpose last year, and amounts to \$2,366.42 per mile of road operated, constituting about 29 per cent. of the total operating expenses. The number of new ties placed in the track during the year has been 76,739, being 416 ties per mile of road operated. The number of employees, including officers, is 547, who have received \$293,211.63 for services rendered. The number employed in the maintenance of way and structures has been 229, receiving the sum of \$89,353.58 for their services.

NEW LONDON NORTHERN RAILROAD.

A new iron girder bridge has been erected recently over a highway south of the Willimantic station, in place of a wooden Howe truss bridge, but with this exception little new work has been done on the line in Connecticut during the past year, most of the renewals and changes having been made on its line outside the limits of this State. The track has been maintained in satisfactory condition, although there are localities where additional ballast is needed and which we understand is to be furnished next season. The bridges north of Norwich are mostly iron structures, which have been recently renewed and are in good condition. The gross earnings for the year have been \$992,546.67, compared with \$902,087.45 for the previous year, being an increase of \$90,459.22. The operating expenses were \$902,046.93, as compared with \$795,096.66 for the preceding year, being 90.88 per cent. of the gross earnings. The net earnings from the operation of the road were \$90,499.74, being \$16,491.05 less than for the preceding year. The amount expended for the maintenance of way and structures has been \$88,459.18, being \$9,284.47 less than last year, which is \$716.18 per mile of road operated, constituting about 9.8 per cent. of the total operating expenses. The number of new ties placed in the track has been 16,857, which was only 136 ties per mile of road operated. The number of employees, including officers, is reported as 746, to whom the sum of \$344,520.73 was paid for services rendered, of whom 122 have been employed in the maintenance of way and structures, receiving \$42,600.65 for services rendered in that capacity.

SOUTH MANCHESTER RAILROAD.

This road has been maintained during the past year in its usually good condition. The gross earnings for the year have been \$18,049.49, as compared with \$15,748.58 for the previous year, an increase of \$2,300.91. The passenger revenue was \$4,364.01 and the freight revenue \$13,607.58. The operating expenses were \$15,333.36, which is \$836.61 more than for the preceding year, and constitutes 84.95 per cent. of the total gross earnings, making the net earnings from the opera-

tion of the road \$2,716.13, compared with \$1,251.83 for the previous year. The amount expended for the maintenance of way and structures has been \$4,820.56, which is \$252.80 more than the amount expended for this purpose last year. The number of new ties placed in the track has been 1,020. There were seventeen employees, receiving \$9,793.07 for services rendered, of which number five were employed in the maintenance of way and structures, receiving for their services the sum of \$1,896.82.

RIDGEFIELD & NEW YORK RAILROAD.

The charter of this company was originally granted in 1867 and has been renewed from time to time until July 4, 1903, when it will expire, unless further renewed. The proposed line extends from Portchester, N. Y., to Danbury, Conn., a distance of about thirty and one-half miles, 20.1 miles of which are in the State of Connecticut. In the year 1870 about \$200,000.00 were expended in the partial construction of the road between Greenwich and Ridgefield, since which time no further construction has been attempted.

STREET RAILWAYS.

The street railway companies were required to make their first annual report to the Railroad Commissioners in 1895, just seven years ago. A comparison of some of the items of that first report with similar items in the report submitted this year will make the growth of the street railway traffic more apparent. There were then 317 miles of street railways; there are now 517 miles, an increase of sixty-three per cent., making an average growth of twenty-eight miles per year. The capital stock was then \$8,604,240.00, compared with \$23,571,248.00 now, an increase of 174 per cent. The earnings were then \$2,232,051.37; they were this year \$3,937,771.46, an increase of eighty per cent. The passengers carried then were 38,037,474, compared with 91,554,028 reported this year, an increase of 140

per cent. The amount of taxes paid then was \$76,522.34; the amount paid now is \$244,768.88, an increase of 220 per cent. The report submitted this year shows an increase of five per cent. in mileage, nine per cent. in earnings, and seventeen per cent. in the number of passengers carried, over the same items in the report of the previous year.

There were thirty-two street railway companies reporting last year, nine of which were merged in the Connecticut Railway and Lighting Company, and six new companies have been added to the list since our last report, making the present number twenty-nine. The six companies not heretofore reporting are the Branford Lighting and Water Company, extending from East Haven to Branford, in operation the entire year; the Danielson & Norwich Street Railway, extending, as its name implies, from Danielson to Norwich, now in operation from Danielson to Wauregan; the Greenwich Tramway, in operation from East Portchester to Mianus; the Somers & Enfield Electric Railway, partially constructed and in operation from Enfield through the villages of Hazardville and Scitico, nearly to the village of Somers; the Suffield Street Railway, now in operation from the main street of Suffield to the Massachusetts line, and the Worcester & Connecticut Eastern Railway Company, organized to absorb the People's Tramway Company, extending from Danielson through Putnam and Grosvenordale to the Massachusetts line, with various projected branches now under construction. Other street railway lines are now in process of construction in various parts of the State. The Danbury & Harlem Traction Company has a partially completed line extending from Danbury to a junction with the Harlem Railroad at Golden's Bridge, but owing to some financial complications work upon it has been suspended for a time. A line from New Haven to Derby is in process of construction; also one from Mount Carmel to Cheshire, thence to Milldale, to a junction with the Meriden, Southington & Compounce Tramway in the town of Southington. The Willimantic Traction Company has several projected lines also under construction. The Stamford Street Railway Company has extended its line from Stamford to Sound Beach,

also northerly from Sound Beach on Greenwich Avenue to a point of junction with the extension of the Greenwich Tramway Company. The Meriden Street Railroad Company is also building an extension of its line northerly and southerly through the main street of the borough of Wallingford. In the early part of the year the Hartford & Springfield Street Railway was extended southerly to a connection with the Hartford Street Railway in the town of South Windsor, and was soon after opened for business. The railways have been inspected, as required by law, and found to be in a satisfactory condition.

PROCEEDINGS OF THE BOARD PERTAINING TO STREET RAILWAYS.

APPEAL OF CERTAIN PROPERTY HOLDERS IN THE TOWN OF WINDSOR FROM THE ORDER OF THE SELECTMEN LOCATING THE TRACKS OF THE HARTFORD STREET RAILWAY IN FRONT OF THEIR PREMISES.

The grounds of this appeal were that the selectmen located a double track through the town of Windsor, practically in the center of the street to a certain point, and from thence the location was established on the west side of the highway in front of the appellants' property, interfering with easy access to their premises, preventing wagons and carriages from standing safely in front of their property and required the petitioners and the public to cross said tracks twice in using said highway. After due notice to the parties they were fully heard and we decided that, while it was natural that property holders should object to the location of a street railway on the side of the road in front of their premises, rather than in the center of the highway, where the burdens and inconveniences resulting from the street railway traffic would be more equally borne by the property owners on both sides of the street, still, in view of the fact that the street railway was located in its present position by the selectmen of the town some seven or more years ago, believing it then to be the best location possible, so far as all the interests of the town were concerned, and after said road had been operated in its present location for the period of time men-

tioned, they were still of the opinion that experience had proved the wisdom of that location, and that the wisdom of their action was also confirmed by the evidence of other important witnesses, and that the changes proposed in the line fronting the premises of the appellants were so slight as not, in our judgment, to materially affect the situation, we deemed it equitable and so determined that the appeal should be dismissed.

SUFFIELD STREET RAILWAY.

James P. Spencer, Clinton Spencer, Samuel R. Spencer, and Edward A. Fuller of Suffield, Conn., and W. F. Fuller of Hartford, Conn., presented to us their petition and appeal from the action of the selectmen of the town of Suffield, approving the location of the Suffield Street Railway in and upon a certain highway known as Depot Street, in said Suffield, dated October 31, 1902. The portion of the order of the said board of selectmen particularly appealed from was that which granted to said railway company the right to locate and construct its tracks over the highway known as Depot Street, from a point near the N. Y., N. H. & H. R. R. Company's tracks by a curve to the right across the traveled way to the sidewalks near the warehouse of E. A. & W. F. Fuller; also that portion of the order giving said company permission to load and unload freight. After hearing the parties we decided, on December 12th, to disapprove of that portion of said order appealed from, as in our judgment the location of the track across said street as proposed would constitute an unusual and dangerous condition which ought not to be permitted, and that the use proposed to be made of said track in front of the premises of the appellants would so blockade and obstruct the approach to said premises as to create an improper and illegal servitude or use of the highway fronting said premises.

APPROVAL OF METHODS OF CONSTRUCTION.

On January 20, 1902, we approved the method of construction proposed by the Fair Haven & Westville Railroad Company of the line of road extending from the "Yale Field," so called, in the city of New Haven, to the Milford road in the

town of Derby. It will be remembered that in all applications for the approval of the method of construction of any street railway the local authorities of the municipalities through which it is proposed to construct such street railway are notified to be present and be heard thereon if they so desire.

On February 20, 1902, we also approved the method of construction proposed by the Hartford Street Railway Company of additional tracks and turnouts in the town of Windsor, referred to in the foregoing appeal.

On March 14, 1902, we approved the method of construction proposed by the Willimantic Traction Company of its lines in the towns of Coventry, Mansfield, Windham, Franklin, and Sprague and in the city of Willimantic.

On March 14, 1902, we also approved of the method of construction of an extension of the Manufacturers' Street Railway in the city of New Haven.

On March 25, 1902, we approved the method of construction of a railway of the American Tube & Stamping Company of the city of Bridgeport, extending from the East End freight yards of the New York, New Haven & Hartford Railroad Company in East Bridgeport westerly along Crescent Avenue to or near the junction with Sea View Avenue, in said city, modified by a subsequent order dated May 31, 1902.

On March 25, 1902, we also approved the method of construction of an extension of the Cheshire Street Railway from Cheshire village to connect with the Meriden, Southington & Compounce Tramway in the town of Southington.

Also on March 25, 1902, we approved of the method of construction of a proposed railway of the Connecticut Railway and Lighting Company in the city of Bridgeport, extending from Stratford Avenue to the corner of Crescent and Sea View Avenues in said city, modified by a subsequent order dated May 31, 1902.

On May 31, 1902, we approved the method of construction of a relocation of the Connecticut Railway and Lighting Company in the city of Bridgeport, extending from the lower bridge on Stratford Avenue to the corner of Sea View Avenue in said city.

On June 5, 1902, we approved the method of construction of the Somers & Enfield Electric Railway, extending from a point on the Hartford & Springfield Street Railway in the town of Enfield easterly on the middle road from Enfield Street through the village of Hazardville to the village of Somersville.

On June 18, 1902, we granted our approval of the method of construction of a certain portion of the Willimantic Traction Company's line in the town of Windham, the location of which was appealed from by certain aggrieved property holders, and which location was afterward changed to their satisfaction, when the appeal was withdrawn and the method of construction of the line so changed approved by us.

On June 20, 1902, we approved the method of construction of an extension of the Stamford Street Railway from the line between the towns of Stamford and Greenwich through Greenwich Avenue to its intersection with Sound Beach Avenue in the town of Stamford.

On July 2, 1902, we approved the method of construction of the line of the Willimantic Traction Company in the towns of Franklin and Lebanon.

On August 1, 1902, we approved the method of construction of the Meriden Street Railroad through the main street of the borough of Wallingford for a distance of about two miles.

On August 8, 1902, we approved the method of construction of that portion of the Danielson & Norwich Street Railway extending from the Norwich & Worcester Railroad Company's crossing upon Main Street in the borough of Danielson, in the town of Killingly, to the village of Wauregan in the town of Plainfield.

On October 7, 1902, we approved the construction of an extension of the Somers & Enfield Electric Railway in the town of Somers, on the main street, from Church Street corner to a point near the residence of H. R. Kibbe in the village of Somers.

On November 11, 1902, we approved the method of construction of the proposed line of the Worcester & Connecticut Eastern Railway Company, extending from the village of Wauregan through Central Village to a point opposite the "Glen Falls Mill," so called, of the American Woolen Company, in

that portion of Moosup known as Almyville, in the town of Plainfield.

Also on November 11, 1902, we approved the method of construction of a line proposed by the Worcester & Connecticut Eastern Railway Company extending from the Connecticut-Rhode Island State line to East Killingly, connecting at the State line with the Providence & Danielson Railway Company.

And on the same 11th day of November, 1902, we also approved the method of construction of a line proposed by the Worcester & Connecticut Eastern Railway Company extending from Elmville to East Killingly.

On November 17, 1902, we approved the method of construction of the extension of the Bristol & Plainville Tramway from its existing line of railway in the center of Main Street at its junction with Riverside Avenue, in the borough of Bristol, to the village of Terryville in the town of Plymouth.

On December 4, 1902, we approved the method of construction for double tracking the Shelton division of the Connecticut Railway and Lighting Company from Paradise Green, so called, northerly to the Stratford town line.

Also, on the same date, we approved the method of construction of an extension of the Connecticut Railway and Lighting Company in the city of Derby, from the corner of Main Street and Derby Avenue southerly and easterly to the Milford road, in the town of Derby.

On December 19, 1902, we approved the method of construction of an extension of the Stamford Street Railroad through Main Street in the city of Stamford, from Atlantic Street westward to Mill River and over Mill River and along West Main Street to the city line, thence on West Main Street from the westerly line of said city to the westerly line of the town of Stamford, a distance of about 800 feet.

THE FOLLOWING COMPLETED PORTIONS OF VARIOUS ROADS
HAVE BEEN EXAMINED AND CERTIFIED TO BE IN A SAFE
CONDITION FOR OPERATION.

On January 14, 1902, we examined the newly constructed portion of the Hartford & Springfield Street Railway and au-

thorized its operation, subject to certain conditions temporarily imposed, which conditions were revoked April 17, 1902.

On February 4, 1902, we examined and approved that portion of the Worcester & Connecticut Eastern Railway extending from Grosvenordale to the Massachusetts State line and authorized the same to be opened for traffic.

On February 7, 1902, we examined the Suffield Street Railway, extending from Suffield Center to the Massachusetts State line, there connecting with the Springfield Street Railway, and authorized the operation of the same.

On May 20th we examined that portion of the Greenwich Tramway extending from "Put's Hill," so called, to Cos Cob, in the town of Greenwich, and authorized it to be opened for traffic.

On May 26, 1902, we examined that portion of the Hartford & Springfield Street Railway extending from Mathewson's corner northerly through Enfield Street to Chamberlain's corner and authorized its use.

On August 22, 1902, we examined that portion of the Danielson & Norwich Street Railway extending from the village of Danielson, in the town of Killingly, southerly to the village of Wauregan, in the town of Plainfield, and authorized its being opened for the transportation of passengers.

Also on August 22, 1902, we examined that portion of the Enfield & Somers Electric Railway extending from Enfield Street easterly to the hotel in the village of Hazardville, and authorized its operation.

On September 8, 1902, we examined that portion of the Stamford Street Railroad extending from South Street, in the city and town of Stamford, to the village of Sound Beach, in the town of Greenwich, and authorized it to be opened for traffic.

On September 24, 1902, we examined that portion of the Hartford Street Railway in the town of Windsor authorized to be changed and additional tracks to be laid, and certified to its being in a suitable and safe condition for operation.

On September 26, 1902, we examined that portion of the Hartford & Springfield Street Railway in the village of Thompsonville, in the town of Enfield, extending across what was

formerly the "Old White Mill" property, so called, and certified to its being in proper condition for operation.

Also on September 26, 1902, we examined that portion of the Enfield & Somers Electric Street Railway extending from the hotel in the village of Hazardville, in the town of Enfield, to the corner of Water Street in the village of Scitico, in said town, and authorized its operation.

On October 24, 1902, we examined that portion of the Enfield & Somers Electric Railway extending from the corner of Water Street in the village of Scitico, in the town of Enfield, to a point about two miles from the terminus at Somerville Street, in the town of Somers, and authorized its operation.

On November 14, 1902, that portion of the Worcester & Connecticut Eastern Railway extending from Wauregan to Central Village, in the town of Plainfield, was examined and authorized to be opened for business.

APPEAL OF THE CONNECTICUT RAILWAY & LIGHTING COMPANY FROM THE ACTION OF THE SELECTMEN OF THE TOWN OF WATERBURY APPROVING THE LOCATION AND GRADE OF ITS PROPOSED ROAD FROM THE PRESENT TERMINUS OF ITS TRACKS IN OAKVILLE TO THE WATERBURY AND WATERTOWN BOUNDARY LINE, SUBJECT TO CERTAIN CONDITIONS AND MODIFICATIONS, DATED OCT. 29TH, 1901.

The Connecticut Railway & Lighting Company applied to the selectmen of the town of Waterbury, August 15, 1901, for their approval of the location and grade of an extension of its road from its present terminus in Oakville, in said town, to the Watertown and Waterbury town line. After due notice and hearing upon said petition, said selectmen, on the 30th day of September, 1901, approved the location and grade of said road, subject to certain conditions and modifications, from some of which said company appealed to us on the 29th day of October, 1901.

The first condition imposed by the selectmen of said town was: "1. That you remove all embankments and abutments now situated in the highway under the railroad of the New York, New Haven & Hartford Railroad Company, in accordance with your map hereto annexed."

The Connecticut Railway & Lighting Company appealed from the foregoing condition, assigning the following reasons: "A. Because the boundary lines of the highway mentioned in said paragraph 1 are unknown, nor have the selectmen pointed out definitely the boundary lines of said highway from which your petitioner is ordered to remove all embankments and abutments situated thereon."

"B. Because if there are any embankments or abutments situated within the limits of said highway it is the sole duty of the town of Waterbury, acting by its selectmen, to cause the same to be removed."

"C. Because the board of selectmen have no jurisdiction to impose such a duty upon your petitioner as a condition precedent to accepting the proposed plan for the construction of a street railway."

"D. Because it is unnecessary to require the removal of all embankments and abutments as specified in said paragraph 1."

"E. Because it would entail large expense upon your petitioner, which is unreasonable and unnecessary for the proper use of said highway by your petitioner."

The second condition imposed by said selectmen was as follows:

"2. That you erect and maintain, at your own expense, an electric arc light between the northerly and southerly boundary line of the highway underneath said railroad track."

The railway company also appealed from this second condition, assigning therefor the following reason:

"Because said board of selectmen have no jurisdiction to order that your petitioner shall erect and maintain an electric arc light under the railroad track, as specified in said paragraph 2, as a condition precedent to the approval of said plan."

The third condition imposed by said selectmen was as follows:

"3. That you build, at your own expense, across the stream which crosses said highway, directly west of the railroad track aforesaid, a new and substantial iron bridge, removing the old structure, together with all necessary foundations, abutments, and approaches. Said new bridge to be equal in width to the

highway at said place, and to include a footway on the northerly side thereof."

The railway company appealed from this third condition for the following reasons:

"A. Because it is unnecessary to construct an iron bridge as specified in paragraph 3, when some other structure would be amply sufficient."

"B. Because it is unnecessary that said bridge shall be equal to the whole width of the highway."

"C. Because it is unnecessary to construct a footbridge on the northerly side thereof."

The parties were heard on this appeal on the 19th day of November, 1901, and again on July 17, 1902. Pending its consideration the town and city governments were consolidated, after which the mayor and common council of the city of Waterbury appeared instead of the selectmen of the town of Waterbury.

After fully hearing the parties on all the grounds of appeal we decided to approve the location and grade of said extension as asked for, omitting the several conditions appealed from. The city being aggrieved by our decision, an appeal therefrom has been taken to the Superior Court.

**APPEAL OF THE HARTFORD STREET RAILWAY COMPANY
FROM THE ACTION OF THE MAYOR AND COMMON COUNCIL
OF THE CITY OF HARTFORD, DECLINING TO ALLOW SAID
COMPANY TO LAY CREO-RESINATE WOOD PAVEMENT IN
MAIN STREET FROM BARNARD PARK TO THE TUNNEL.**

The Hartford Street Railway Company, desiring to relay its double tracks from a point in Main Street at Barnard Park northerly to the tunnel, brought a petition to the board of street commissioners of the city of Hartford for permission to replace the sheet asphalt now laid between its rails and two feet outside thereof with creo-resinate wood pavement, and said board of street commissioners reported to the common council of said city, recommending the granting of said petition, whereupon the common council rejected the recommendation and passed a resolution requiring said company to lay sheet asphalt instead of creo-resinate wood block pavement between its tracks and two

feet outside of the outer rails thereof. From this action of the common council the railway company appealed to the Board of Railroad Commissioners. The attorney for the city of Hartford filed a motion to dismiss said appeal because the Railroad Commissioners, it was alleged, were without jurisdiction, and that the decision of said city authorities in directing the kind of paving material to be used was not subject to review by this Board. Section 5, Chapter 156, of the Public Acts of 1901 provides "that whenever any of said municipal authorities shall make or render any order, decision, denial, or direction, with respect to any matter relating to street railways, any such street railway affected thereby may appeal from any such decision, denial, direction, or order within thirty days, to the Railroad Commissioners." The motion to dismiss was therefore denied. After hearing the evidence presented by both sides we decided to approve and confirm the action of the city government in the order made, except that we deemed it equitable and reasonable that the street railway company should be permitted and were directed to lay creosote-treated wood pavement from a point fifty feet south of the southerly line of Pearl Street northerly to a point fifty feet north of the northerly line of Pratt Street in order that its practicability and efficiency might be thoroughly tested. In all other respects the order and action of the common council was confirmed. The city, being aggrieved by our decision, has appealed to the Superior Court.

APPEAL OF THE CONNECTICUT RAILWAY & LIGHTING COMPANY FROM THE APPROVAL OF THE LOCATION AND GRADE OF AN EXTENSION OF ITS RAILWAY FROM THE INTERSECTION OF NORTH MAIN AND LIBERTY STREETS, IN THE CITY OF ANSONIA, ALONG NORTH MAIN STREET TO THE SEYMOUR TOWN LINE, BY THE MAYOR AND BOARD OF ALDERMEN OF SAID CITY, AFFIXING CERTAIN CONDITIONS THERETO.

This appeal was made March 12, 1902, and was never brought to trial, but on December 13, 1902, the railway company and the city agreed upon conditions mutually satisfactory to the parties, and requested us to make a finding approving the terms of such agreement, both parties waiving all right to a public hearing thereon.

MILEAGE OF THE STREET RAILWAYS.

The total mileage of the street railways in operation on June 30, 1902, was 517.454 miles of main tracks exclusive of sidings and turnouts, and 543.533 miles of single track including sidings and turnouts, showing an increase for the year of 25.227 miles. This increase is made up as follows: The Branford Lighting & Water Company, in operation a year ago, but not reporting heretofore, consists of 5.151 miles; the Greenwich Tramway Company, 5.568 miles; the Hartford & Springfield Street Railway Company has increased its railway during the year 4.640 miles; the Hartford Street Railway Company has added 1.096 miles to its length; the Suffield Street Railway Company has built its line during the year, being 4.706 miles in length, and the West Shore Railway Company, which did not report last year, with a railway 4.370 miles in length. The Connecticut Railway & Lighting Company owns and operates 163.362 miles, the Fair Haven & Westville Railroad Company 90.915 miles, and the Hartford Street Railway Company 84.836 miles.

FINANCIAL STATEMENT.

CAPITAL STOCK.

The capital stock of all the street railway companies of the State authorized by charter is \$32,232,000.00 and the amount actually issued \$23,571,248.00, amounting to \$45,552.35 per mile of road.

BONDS ISSUED.

The bonded debt of all the companies is \$17,488,000.00, being \$33,796.24 per mile of road.

FLOATING INDEBTEDNESS.

The floating indebtedness of all the companies is \$1,929,914.34, being \$3,729.63 per mile of road. The stock, bonds, and floating indebtedness per mile of road are \$72,215.98.

CONSTRUCTION AND EQUIPMENT.

The cost of the construction and equipment of the roads is reported as being \$42,778,156.31, which is \$82,670.45 per mile of road.

GROSS EARNINGS.

The gross earnings of the companies for the year ending June 30, 1902, were \$3,937,771.46, being \$6,957.77 per mile of road operated and \$0.2032 per mile run. The largest earnings per mile of road operated were by the Fair Haven & Westville Railroad, which amounted to \$10,201.93 per mile; the next largest were by the New London Street Railway, being \$9,823.32 per mile, and the third largest by the Hartford Street Railway, which were \$8,616.95 per mile. The largest earnings per mile run were \$0.3923, by the Montville Street Railway; the second largest \$0.2885, by the New London Street Railway, and the third largest \$0.2772, by the Hartford, Manchester & Rockville Tramway Company.

OPERATING EXPENSES.

The operating expenses were \$2,550,236.69, being \$4,506.09 per mile operated, and \$0.1316 per mile run, being 64.76 per cent. of the gross earnings.

NET EARNINGS.

The net earnings for the year have been \$1,387,534.77, which are \$2,451.68 per mile operated and \$0.0716 per mile run.

DIVIDENDS.

Dividends have been paid by nine companies upon \$6,170,000.00 of capital stock amounting to \$297,850.00, while no dividends have been reported paid on \$17,401,248.00 of capital stock.

INTEREST.

Interest amounting to \$782,740.33 has been paid by twenty-one companies.

TAXES.

The amount of taxes paid by the companies has been \$244,768.88.

MILES RUN.

The number of miles run has been	.	.	19,375,730
The gross earnings per mile run were	.	.	\$0.2032
The operating expenses per mile run were	.	.	0.1316
The net earnings per mile run were	.	.	0.0716

PASSENGERS CARRIED.

The total number of passengers carried by the street railways was 91,554,028, as compared with 60,045,221 carried by the steam roads. The number of paying passengers per mile operated has been 161,769, and the number of paying passengers per mile run 4.725.

EMPLOYEES.

The number of persons employed in the operation of the street railways has been 2,903.

ACCIDENTS.

The number of persons injured in the operation of the street railways was 292, as against 255 for the preceding year, of whom fifteen were killed. The number of passengers injured has been 174, of which number one was killed. The number of employees injured was nine, of whom three were killed. The number of other persons injured has been ninety-four, of whom eleven were killed.

For detailed particulars of the operations of the street railway companies, see Statistical Tables on pages 113-118.

W. J. Willers

Wm O. Symonds

C. R. Tyler

Railroad Commissioners.

HARTFORD, December 23, 1902.

APPENDIX.

IN RE HARTFORD AND CONNECTICUT WESTERN RAILROAD
COMPANY.

First Judicial District, Hartford, March Term, 1902.

TORRANCE, C. J., BALDWIN, HAMERSLEY, HALL, and PRENTICE, Js.

Chapter 166 of the Public Acts of 1889 authorizes any railroad company in this State to build branches from its main line, provided the construction of such branch is found by a judge of the Superior Court to be of public convenience and necessity. *Held* that the Act had no application to a railroad company which had duly located and nearly completed the construction of the branch road in question, under an amendment of its charter. Under such circumstances the finding as to public convenience and necessity, required by the statute, has already been settled by legislative action, and nothing remains for the judge of the Superior Court to pass upon.

Section 3439 of the General Statutes provides that no land can be taken for railroad purposes against the owner's consent, except within two years after the approval of the location of the route by the railroad commissioners. *Held* that after a railroad company had once lost this power of condemnation, it could not revive it by voting to readopt the old route and location and by securing anew the approval of the railroad commissioners. Nor did it make any difference, in the case at bar, whether the railroad company acted under its charter amendment of 1887, or under the Act of 1889; in either case its neglect for more than two years to take the land barred its right of condemnation.

Argued March 5th — decided April 18th, 1902.

APPLICATION for a finding that public convenience and necessity required the construction of a branch railroad from Tariffville to the Massachusetts line, brought to and heard by the *Hon. William S. Case*, a judge of the Superior Court, upon demurrers to the amended application; the judge sustained the demurrers and dismissed the application, and the applicant appealed for alleged error in the rulings of the judge. *No error.*

The application as amended alleges, in substance, that the plaintiff desires to construct a branch railroad from its main line, from the village of Tariffville, northeasterly to the northern boundary line of this State, substantially upon the route which, under an amendment to its charter approved in 1887, was duly located by the plaintiff, and was approved by the Railroad Commissioners August 14, 1889; that the plaintiff has constructed its road over said entire route, excepting over a piece of land owned

by the defendant Wagner, for a right of way over which piece the plaintiff supposed it had agreed with the then owners thereof; but that while the plaintiff was negotiating therefor, one Montague purchased said land and the same has since been conveyed to said Wagner, both of whom were acting in the interest of those opposed to the construction of said road, and from neither of whom has the plaintiff been able to obtain a right of way over said land.

The application further alleges the failure of certain condemnation proceedings heretofore instituted by the plaintiff, because not commenced within the two years limited by Section 3439 of the General Statutes, and avers that it has no power to take said land under said location so made under its charter amendment, and that therefore it brings this application under the general law of 1889, in order to obtain such a location of said road as will enable it to obtain a right of way over said land of said Wagner and complete its said road.

To this application the defendants Wagner and the New York, New Haven & Hartford Railroad Company and the New Haven & Northampton Company demurred, upon the grounds, in substance, that it is not alleged that the desire and purpose of the plaintiff to construct said branch has been expressed by any action by the plaintiff's board of directors or other proper officials; that it has been adjudicated in the previous proceedings described in the application, and appears from the application, that the plaintiff by its *laches* has lost its right to locate and construct such branch railroad upon said land without the consent of the owners thereof; that it appears by the application that the plaintiff in 1889 exercised its right to locate its road upon said land, and therefore that it has exhausted its power to locate said branch road; that it appears that the location sought to be made is the one adopted and approved in 1889, and that therefore the plaintiff has no power to build such road without the consent of the defendants; and that if the plaintiff has the power to construct said branch road it has it wholly irrespective of the finding of public convenience and necessity asked for by the application.

The judgment sustaining said demurrers and dismissing the application is the only error assigned in the appeal.

Charles E. Perkins and *Arthur F. Eggleston*, for the appellant (the applicant).

Henry Stoddard and *William F. Henney*, for the appellees (the New York, New Haven & Hartford Railroad Company and *Fred C. Wagner*).

HALL, J. By an amendment of its charter in 1887 the plaintiff was empowered to locate and construct the branch railroad described in the application, and for that purpose to "enter upon

and take lands and do all other acts in and about the location, construction, completion, maintenance, and operation of said branch railroad," in the manner provided by the statute laws of this State. 10 Special Laws, p. 746.

At the time of such amendment of the plaintiff's charter there was in force a general law permitting any railroad company to construct branches from its main line to any place in this State, subject to certain general statutory provisions. This general law, which appears in Section 27, p. 323 of the Revision of 1875, and in Section 3472 of the Revision of 1888, was repealed by the Act of 1889, upon which the plaintiff relies as authorizing the present application. Public Acts of 1889, Chap. 166.

For the purpose of laying out and finally locating its said branch railroad, as required by Section 3460 of the General Statutes, the plaintiff, in July, 1889, applied to the Railroad Commissioners for their written approbation of the location of said branch road, and the same was duly approved by said commissioners on the 14th of August, 1889.

Since said branch railroad was thus duly located and approved by the Railroad Commissioners, the plaintiff, as appears by the allegations of the present application, has obtained the right of way and, at an expense of over \$300,000, has constructed its track over said entire route so located, excepting over certain land now owned by one Wagner and by the New York, New Haven & Hartford Railroad Company, a right of way over which the plaintiff has been unable to obtain.

In 1898, for the purpose of taking said land in the manner provided by Section 3464 of the General Statutes, in order to complete the construction of said branch road as thus located, the plaintiff applied for the appointment of appraisers to estimate the damages which would arise from such taking of said land, and the then defendant Montague, who held the title to the land, now said to be owned by the present defendant Wagner, opposed the appointment of such appraisers upon the ground, among others, that such condemnation proceedings were not commenced until more than nine years after the approval of the location of the route by the Railroad Commissioners, and that Section 3439 of the General Statutes provided that no land could be taken for railroad purposes without the consent of the owner, except within two years after such approval. The plaintiff contended that Section 3439 applied only to railroad companies organized under the general railroad law, and not to the plaintiff company, which was said to be acting under its special charter. This court held that Section 3439 applied to companies acting under special charters as well as to those organized under the general law, and that as respects

the time for commencing condemnation proceedings it was the design of the Legislature, by the section in question, to place all railroad companies upon the same footing, except as otherwise provided in special charters, and that therefore the plaintiff was not entitled to the appointment of appraisers under the provisions of Section 3464. *Hartford & C. W. R. Co. vs. Montague*, 72 Conn., 687-691.

In September, 1900, for the purpose of condemning the same land under the provisions of Section 3464, in order to complete said branch, the plaintiff again applied for the appointment of appraisers, alleging in its application that said original location of 1889 had become void, that a new location had become necessary, and that the plaintiff's board of directors, by a vote passed in May, 1900, had adopted a location which had, in August, 1900, been approved by the Railroad Commissioners.

This court held that such second vote of location, and the order of the Railroad Commissioners approving it, were void; that the original location of 1889 was still in force; that the plaintiff by its procrastination had lost the privilege of taking defendant's land without his consent; that by adopting a definite location in 1889 the plaintiff had exhausted the power, granted by the amendment to its charter in 1887, of electing a location of said branch road over the defendants' land, and that the plaintiff was therefore not entitled to the appointment of appraisers upon said application.

By the present application, asking a judge of the Superior Court to find that the construction of said branch is of public necessity and convenience, the plaintiff claims the right, under Chapter 166 of the Public Acts of 1889, to relocate said branch road, with the consent of the Railroad Commissioners, upon the route approved by the commissioners in 1889, and to make such relocation and approval the basis of another application for the appointment of appraisers in condemnation proceedings under Section 3464.

The judge of the Superior Court to whom this application was made committed no error in holding, by sustaining the defendants' demurrer to the application, that the plaintiff was not entitled to a finding whether the construction of such branch would be of public necessity and convenience.

Section 1 of the Act of 1889, upon which this proceeding is based, provides that "any railroad company in this State may build branches from its main line or from any of its leased lines; *provided*, that the construction of such branch is found by a judge of the Superior Court, upon due application after such reasonable public notice as such judge may order, to be of public necessity and convenience."

Upon the facts alleged in the amended application before us, it is manifest that the section above quoted conferred no jurisdiction upon a judge of the Superior Court to pass upon the question of whether public necessity and convenience requires the construction of this branch railroad.

Whether the plaintiff be regarded as proceeding under the amendment of its charter in 1887, or under the general law of 1889, it is endeavoring by this application to obtain an adjudication by a judge of the Superior Court upon the question of the necessity of constructing the same branch railroad which, in 1887, the Legislature, by a special grant "authorized and empowered" it "to locate, construct, and complete," and upon the same route and location which was lawfully laid out and adopted by the plaintiff and approved by the Railroad Commissioners in 1889, and the construction of which branch, except a small part over the land in question, was completed upon said duly located route before this application was made.

A decision of the preliminary question of the necessity and expediency of building this branch was necessarily involved in the action of the Legislature of 1887 in granting to this corporation the privilege of constructing it, and of exercising for that purpose the right of eminent domain, and such legislative adjudication was final. *New York, N. H. & H. R. Co. vs. Long*, 69 Conn., 424, 435. Although before different tribunals, the same question of public necessity and convenience is presented upon an application to the Legislature for a special charter for the construction of a branch railroad over a given route, as by an application to a judge of the Superior Court in proceedings to build such branch under the general law of 1889.

Obviously, the main purposes of the Public Act of 1889 were to modify the provisions of Section 3472 by limiting the power, as to the construction of branch roads, of railroad companies not acting under the authority of special charters, to the building of such branches only as should be found to be of public necessity and convenience, and to confer jurisdiction of the question of public necessity and convenience in such cases upon a judge of the Superior Court. But as the Legislature of 1887 granted the plaintiff the special privilege of constructing this branch, and as the plaintiff has exercised the power so conferred, not only by locating the road and obtaining the approval of such location by the Railroad Commissioners in the manner provided by law, but by actually constructing nearly all of the branch road, a judge of the Superior Court, under the Act of 1889, could neither prevent the plaintiff from finishing the work, by finding that public necessity and convenience does not require it, nor add anything to the

plaintiff's right to complete it, by a finding that it is of public necessity and convenience.

We said, in effect, in *Hartford & C. W. R. Co. vs. Wagner*, 73 Conn., 506, 512, that a finding by a judge of the Superior Court, that the construction of this branch was of public necessity and convenience, would not aid the plaintiff in proceedings for taking the defendants' land under Section 3464, but that the purpose of the Act of 1889 was simply to afford all railroads the same means of obtaining, on certain conditions, privileges similar to those which had been granted the plaintiff by special charter. Want of jurisdiction of the subject-matter of the application was therefore a sufficient reason for the action of the judge of the Superior Court in dismissing it.

But since the only purpose of this proceeding was the ultimate taking of the defendants' land by condemnation proceedings, the judge was also justified in dismissing the application, upon the ground that the allegation in the application of the fact that a special privilege had been before granted the plaintiff to construct this road, and of the manner in which the railroad company had exercised, and had delayed the exercise of the right thus granted, showed that the plaintiff could not, through any action which might be taken under the Act of 1889, acquire the right to take the defendants' land by condemnation proceedings.

Undoubtedly the plaintiff might, in 1889, had there been any reason for doing so, have proceeded in the construction of this branch road under the general law instead of under the authority of its amended charter; or, if having commenced the work under its charter it had become unable to complete it because of the more limited powers granted by its charter than by the general law, or because of its failure to perform some special condition imposed by its charter, it might at any stage of the work have resorted to the general law, provided the requirements of that law had been complied with. But the plaintiff is not seeking to avail itself of the Act of 1889, because of its inability to complete the branch road on account of a failure to comply with some requirement peculiar to its charter, or of the insufficient powers conferred by the amendment of 1887. If the plaintiff in 1889 had commenced the construction of this branch under the general law, as we have said it might have done, and had thereafter proceeded in the manner that it has, while claiming to act under its charter, it would still be unable to take the land in question without the consent of its owners, and for the same reason that it is now unable to so take it.

The plaintiff's charter contains no special provision either as to the time or the manner of exercising the power of eminent do-

main. Sections 3439 and 3464 of the General Statutes prescribe the time and the manner of taking land for railroad purposes without the consent of the owner, and both of these sections were applicable to proceedings for the construction of this branch road, whether the plaintiff acted under the amendment of its charter, or under the general law of 1889. *Hartford & C. W. R. Co. vs. Montague*, 72 Conn., 688.

The plaintiff's inability to condemn the defendants' land is due, therefore, not to any failure on its part to conform to the requirements of its charter, but to its failure to comply with the general law of the State, which limits the time within which any railroad company may take land without the consent of its owner to two years after the approval of the location of the route by the Railroad Commissioners, unless that time be extended as provided in Section 3440.

Another adoption of the proposed route by vote of the plaintiff's directors, and another approval of the location by the Railroad Commissioners, would give the plaintiff, by virtue of the provisions of the Act of 1889, no greater right to take the defendants' land by condemnation proceedings under Section 3464 than it now has, nor than it possessed when such a taking was attempted by the proceedings instituted under that section, in the case of *Hartford & C. W. R. Co. vs. Wagner*, 73 Conn., 506, 511. The question of public necessity and convenience having been decided by the Legislature, the steps which were taken by the plaintiff while claiming to act under its charter are those which it would have taken had it been proceeding under the general law. The location of the branch road upon the land in question had been lawfully made and approved, and is still in force, and the plaintiff, upon securing a right of way over that land, may build its branch road upon it by virtue either of the provisions of the amendment of its charter in 1887, or of the general law of 1889. What the plaintiff has lost by its procrastination is not the location of its branch road, but the power to take the defendants' land by condemnation proceedings, and that power it cannot regain by making a new location merely for the purpose of avoiding the effect of the provisions of Section 3439.

In view of these conclusions it is unnecessary to consider the other grounds of the demurrers.

There is no error.

In this opinion the other judges concurred.

TERRYVILLE GRADE CROSSING.

As stated in our last report, the selectmen of the town of Plymouth presented a petition asking that a certain highway in said town, westerly of and adjoining the Terryville station grounds, crossing the tracks of the Highland division of the New York, New Haven & Hartford Railroad at grade, be carried under the tracks of said railroad. It was claimed by the railroad company that the change was asked for in order to make it possible to extend the Bristol & Plainville Tramway from Bristol to the village of Terryville, under the tracks of the railroad, which the law prohibits being crossed at grade by the tracks of a street railway company, and therefore the street railway company should be required to pay a portion of the expense of the work undertaken principally for its benefit. We decided that as the law then stood we could not assess upon the street railway company any portion of the expense of the change when its tracks were not laid across, over, or under the tracks of the steam railroad at such crossing. The application was granted and the expense of the change was apportioned between the railroad company and the town as provided by statute. The steam railroad company appealed from this decision to the Superior Court. Pending this appeal the Legislature of 1901 changed the law in reference to the apportionment of the expense of such changes between the steam railroads and the street railways and made the change applicable to cases pending on appeal. Following are the decisions of the Superior and Supreme Courts of this appeal:

N. Y., N. H. & H. R. R. Co.'s	}	LITCHFIELD COUNTY,
APPEAL.		October Term, 1902.

Petition of the selectmen of the town of Plymouth to the Railroad Commissioners to compel a change of grade in a highway in said town at a point where it was crossed at grade by the railroad of the appellant. The commissioners ordered the highway to be carried under the railroad, three-quarters of the expense to fall on the appellant and the rest on the town. From this order the railroad company appealed to the Superior Court for Litchfield County, where the Bristol & Plainville Tramway Company was made a party, and on a hearing had to the court (*Roraback, J.*,) a judgment was rendered confirming the order for a change of grade, except that the cost to the appellant was reduced to half

the total expense, the town and the tramway company each to pay a quarter. The New York, New Haven & Hartford Railroad Company appealed to this court.

No error.

BALDWIN, J. The appellant is the successor in title to a railroad company which laid several tracks across an existing highway at grade. One of these is a spur track, leading to a warehouse owned by private individuals, and on which the appellant also was in the habit of placing cars from which to deliver goods to other parties. This diverges from the main tracks at a point several hundred feet distant from the highway. The order appealed from requires the construction of two bridges under which the highway is to be carried. One of them is solely for the support of the spur track, and will be over seventy feet distant from the other. At the hearing in the Superior Court the appellant claimed that the expense of the change of grade asked for would be so great that no change should be ordered, and included in its estimate of such expense the cost of the bridge for the spur track.

Such a bridge will cost about \$5,000, and the appellant now claims that the court had no jurisdiction to order one, since this track was laid simply to facilitate business with the owner of a particular warehouse. The finding does not support this claim. It shows that the track is also used for the delivery of goods to other parties, and that it is a part of the appellant's railroad system. That it was constructed without due authority of law is not to be presumed; and it could not have been legally laid on the highway except by virtue of a special franchise and pursuant to a location duly made by the appellant and approved by the Railroad Commissioners. *Canastota Knife Co. vs. Newington Tramway Co.*, 69 Conn., 146, 160. Being a part, and apparently a material part, of the appellants' railroad system in the locality in question, it was bound to maintain and operate this track until it should be legally discontinued. *State vs. Hartford & New Haven R. R. Co.*, 29 Conn., 538, 547. No steps towards its discontinuance had been taken when the cause was heard in the Superior Court, and the appellant cannot complain that the judgment was not so framed as to provide for a possibility which it had not suggested of a discontinuance at some future period.

It is also assigned for error that at least half of so much of the whole expense of elevating the tracks and bridging the highway as was not assessed against the town should have been charged

upon the tramway company. The petition of the town was brought at the instance of that company, and by the erection of the main bridge ordered it would be enabled to construct a contemplated extension of its road, authorized by its charter, with more convenience and less expense. No evidence was offered to show which company would derive the most benefit from the elimination of the grade crossing, or upon which any definite rule of apportionment, as between them, could be founded; nor was any decisive light as to these matters obtained from a view of the premises taken by the court at the request of all parties. The town could not be charged with more than a quarter of the expense (General Statutes, Section 3713), and this full amount was assessed against it in the judgment. Under these circumstances it was necessary and proper, if the tramway company was to pay anything, to make such an apportionment between it and the appellant as might seem, on the whole, just and fair (General Statutes, Section 3747); and there is nothing in the record to indicate that any inequitable result was reached.

There is no error.

In this opinion the other judges concurred.

GRADE CROSSINGS.

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH RAILROAD

Towns.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Andover,	8	1	2	6						
Ansonia,	3	1		2	1					
Avon,	8		1	7						
Barkhamsted,	5			5						
Beacon Falls,	4		1	3						1
Berlin,	10	3	1	6						
Bethel,	17		2	15	2			1		
Bloomfield,	12			12						
Bolton,	5	2		3		1				
Branford,	11	5	6					2		
Brookfield,	17	1	1	15						1
Bridgeport,	32	1	14	17	10	1		20	1	11
Bristol,	18	2	3	13	1	1		2		
Burlington,	2		1	1						
Canton,	16	2		14			2			
Canaan,	8		1	7				1	1	1
Canterbury,	2			2						
Chaplin,	1		1							
Chatham,	7	1	2	4						
Chester,	4			4						
Cheshire,	22	3	8	11						
Clinton,	6	1	3	2						
Colchester,	6		1	5						
Columbia,	2			2						
Cornwall,	17	1		16				2	1	1
Coventry,	4			4						
Cromwell,	12	1	2	9						1
Danbury,	22	2	4	16	3	2			2	3
Darien,	7	2	3	2						
Derby,	11	1		10	3	2				7
Durham,	1		1							
East Haven,	2	2								
East Hartford,	8			8		1				
East Lyme,	2		2							
East Windsor,	10			10						
Ellington,	5		1	4						
Enfield,	12		2	10				1		3
Essex,	6			6						
Fairfield,	12	4	8							
Farmington,	12		1	11						
Franklin,	4			4						
Granby,	5			5						
Greenwich,	12	3	9					1		
Griswold,	5			5	1					1
Groton,	17	4	8	5		2		1		1
Guilford,	5	2	1	2			1			
Haddam,	7	1		6						
Hampton,	9	3		6				1		
Hamden,	14	3	5	6					4	4
Hartford,	50	10	15	25	16	3		6		3
Hebron,	7			7						
Huntington,	2	1		1						
Totals carried over,	506	62	110	334	37	13	3	38	9	38

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M., M. & W. R. R.	Naugaunc R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y., N. H. & H. R. R.	N. Y., P. & B. R. R.	Nor. & Wor. R. R.	S., L. & N. R. R.	Shore Line Ry.	South Manches- ter R. R.	Total.
			5			3	2	7		6		6					6
																	2
																	7
																	5
																	3
	15										6						6
				12						3							15
					13					2							12
					9						8						3
								1		13							17
			11					3									13
			7														1
										2							14
4		4															7
																	2
5								11									4
1																	4
					16					1							11
						4				3							2
	4	3			1					11							5
							7	3			2						2
																	16
																	4
																	9
																	16
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																	10
										8							8
										10							10
									1	3							4
										8							10
		6									2						6
								11									11
								5									4
																	5
		6											5				5
																	5
																	2
		6								6							6
											1						6
																	6
7										8		9					25
																	7
																	1
17	19	25	30	47	4	10	5	43	6	84	30	5	5	4	334

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

TOWNS.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Totals brought over, . . .	506	62	110	334	37	13	3	38	9	38
Kent,	10	2	...	8	...	...	...	1	1	...
Killingly,	9	1	1	7	2	...	...	...	...	2
Lebanon,	5	2	...	3	...	...	...	...	...	...
Ledyard,	1	1	...	...	...	...	...	...	...	...
Litchfield,	17	1	...	16	...	...	...	1	...	2
Lisbon,	5	1	2	2	...	...	...	...	...	...
Madison,	6	3	3	...	...	...	...	...	...	...
Manchester,	13	1	3	9	...	1	...	2	...	...
Mansfield,	9	1	...	8	...	...	...	...	...	...
Meriden,	28	8	6	14	9	...	...	5	...	...
Middlebury,	3	...	1	2	...	...	...	...	...	...
Middlefield,	8	1	1	6	...	...	...	...	...	...
Middletown,	41	10	5	26	4	1	7	...	...	...
Milford,	17	6	8	3	...	...	...	...	...	1
Montville,	3	...	...	3	...	...	...	...	...	...
Monroe,	10	...	4	6	...	...	...	...	1	1
Morris,	4	...	...	4	...	...	...	1	...	...
Naugatuck,	9	...	2	7	3	...	...	...	...	...
New Britain,	23	2	1	20	11	2	1	...	...	...
New Canaan,	4	1	...	3	...	...	...	1	...	...
Newington,	9	1	1	7	2	...	1	1	...	2
New Haven,	54	39	4	11	4	2	...	7	...	9
New Hartford,	11	...	3	8	...	...	1	...	...	...
New London,	15	2	5	8	6	1	...	...	...	8
New Milford,	24	...	1	23	1	...	...	2	...	...
Newtown,	45	2	2	41	...	...	...	2	1	1
Norfolk,	8	3	2	3	...	...	...	...	...	...
North Canaan,	15	...	1	14	1	...	...	1	1	1
North Haven,	7	1	1	5	...	1	...	1	...	1
Norwalk,	31	3	12	16	2	...	...	...	3	7
Norwich,	15	7	1	7	...	2	1	...	2	2
Old Lyme,	6	3	3	...	...	...	...	...	...	...
Old Saybrook,	12	3	1	8	...	...	2	...	...	...
Orange,	25	4	13	8	...	...	...	1	...	2
Oxford,	7	2	...	5	...	...	...	...	...	...
Pomfret,	9	3	1	5	...	...	1	...	...	...
Portland,	11	1	4	6	...	...	...	...	...	...
Plainfield,	24	1	...	23	...	...	4	...	...	2
Plainville,	6	1	...	5	1	...	1	...	...	2
Plymouth,	9	4	...	5	...	...	...	1	...	...
Prospect,	2	1	1	...	...	...	...	...	...	...
Putnam,	16	4	5	7	4	...	1	...	...	...
Redding,	10	...	2	8	...	...	...	...	...	...
Ridgefield,	10	...	...	10	...	...	...	...	...	...
Rocky Hill,	3	...	...	3	...	...	...	...	...	...
Roxbury,	5	...	...	5	...	...	...	...	...	...
Salisbury,	12	1	2	9	...	...	3	...	...	...
Saybrook,	3	...	...	3	...	...	...	...	...	...
Seymour,	5	1	...	4	2	1	...	...	...	...
Totals carried over,	1,140	190	212	738	89	24	26	65	18	81

TABLE SHOWING THE HIGHWAY CROSSINGS IN EACH
RAILROAD

Towns.	No. of crossings.	Over the track.	Under the track.	At grade.	With gates.	With flagmen.	With signal bells.	Constructed since railroad was built.	For access to stations.	Trespass crossings.
Total brought over,.....	1,140	190	212	738	89	24	26	65	18	81
Simsbury,.....	17	1	2	14	....	1	....	....	....	....
Southbury,.....	12	1	6	5	....	....	....	1	....	....
Southington,.....	17	....	....	17	2	....	....	3	1	2
South Windsor,.....	10	....	....	10	....	....	....	....	....	....
Sprague,.....	4	....	....	4	....	....	....	....	....	....
Stafford,.....	8	....	1	7	....	....	....	....	....	2
Stamford,.....	12	3	6	3	....	....	....	2	....	....
Sterling,.....	5	....	....	5	....	....	2	....	....	....
Stonington,.....	14	2	1	11	7	2	....	2	....	2
Stratford,.....	6	1	5	....	....	....	....	2	....	....
Suffield,.....	8	....	2	6	....	....	....	....	....	....
Tolland,.....	1	....	....	1	....	....	....	....	....	....
Torrington,.....	9	1	....	8	1	....	....	....	....	2
Thomaston,.....	3	....	....	3	1	....	....	....	....	1
Thompson,.....	24	4	3	17	....	....	1	1	1	3
Trumbull,.....	6	....	....	6	....	....	....	....	....	1
Vernon,.....	16	....	6	10	....	1	....	....	....	....
Wallingford,.....	20	2	2	16	3	....	....	....	....	....
Washington,.....	13	....	....	13	....	....	....	2	....	1
Waterbury,.....	27	6	8	13	3	2	....	....	....	6
Waterford,.....	5	1	2	2	....	....	1	....	....	....
Watertown,.....	5	....	3	2	....	....	....	....	....	....
Westbrook,.....	4	3	1	....	....	....	....	....	....	....
West Hartford,.....	4	....	1	3	....	....	....	....	....	1
Westport,.....	10	6	4	....	....	....	....	....	....	....
Wethersfield,.....	8	....	....	8	1	....	....	....	....	....
Windsor,.....	12	....	1	11	....	2	....	....	....	....
Windsor Locks,.....	3	....	....	3	....	....	....	....	....	....
Windham,.....	22	2	3	17	3	2	1	....	1	4
Wilton,.....	16	1	....	15	....	....	....	....	....	1
Willington,.....	5	....	....	5	....	....	....	1	....	....
Winchester,.....	13	1	4	8	....	1	....	....	....	....
Total,.....	1,479	225	273	981	110	35	31	79	21	107

TOWN, AND ON EACH RAILROAD, AS REPORTED BY THE COMPANIES.

HIGHWAY CROSSINGS AT GRADE ON EACH RAILROAD.

B. & N. Y. A. L. R. R.	D. & N. R. R.	H. & C. V. R. R.	H. & C. W. R. R.	Housatonic R. R.	M., M. & W. R. R.	Naugatuck R. R.	N. H. & D. R. R.	N. H. & N. R. R.	N. L. N. R. R.	N. E. R. R.	N. Y., N. H. & H. R. R.	N. Y., P. & B. R. R.	Nor. & Worcester R. R.	S., L. & N. R. R.	Shore Line Ry.	South Manches- ter R. R.	Total.
39	58	54	55	110	13	32	13	55	23	152	62	11	31	21	6	3	738
..	7	..	..	..	..	7	..	..	..	..	..	..	..	..	14
..	4	..	..	..	1	..	..	5
..	17	..	..	..	..	..	..	..	..	17
..	10	..	..	..	..	..	..	10
..	7	4	..	..	..	..	..	..	4
..	3	..	..	..	..	..	7
..	5	..	..	..	..	..	..	3
..	11	..	..	..	..	5
..	6	..	..	..	..	..	11
..	1	..	..	..	..	..	..	..	6
..	8	..	..	..	..	..	..	..	..	..	..	1
..	3	..	..	..	..	..	..	..	..	..	..	8
..	10	..	..	7	..	..	..	3
..	6	..	..	..	..	..	10	..	..	..	..	..	..	17
..	9	..	..	..	..	..	6
7	13	..	..	10
..	6	..	..	..	7	..	..	..	..	..	..	16
..	2	..	1	..	..	..	..	..	1	..	13
..	13
..	2	1	..	..	..	..	..	2
..	2
..	3
..	..	8	..	..	..	..	..	..	..	..	11	..	..	..	..	..	8
..	3	..	..	..	..	..	11
1	6	10	..	..	..	..	..	..	3
..	15	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	17
..	5	..	..	..	..	..	..	..	15
..	7	..	..	1	..	..	..	..	..	..	..	..	..	..	5
..	8
47	73	62	69	116	13	52	13	79	43	214	95	22	38	35	7	3	981

The crossings reported on the N. Y., N. H. & H. R. R. include those on the Stamford & New Canaan R. R., and the Middletown, New Britain, and Suffield branches.

The N. E. R. R. includes the Connecticut Central Railroad.

The Naugatuck R. R. includes the Watertown & Waterbury R. R.

The B. & N. Y. A. L. R. R. includes the Colchester Branch.

The above tables are based upon reports originally made in 1888, and corrected by the railroad companies up to date of this report.

STATISTICAL TABLES.

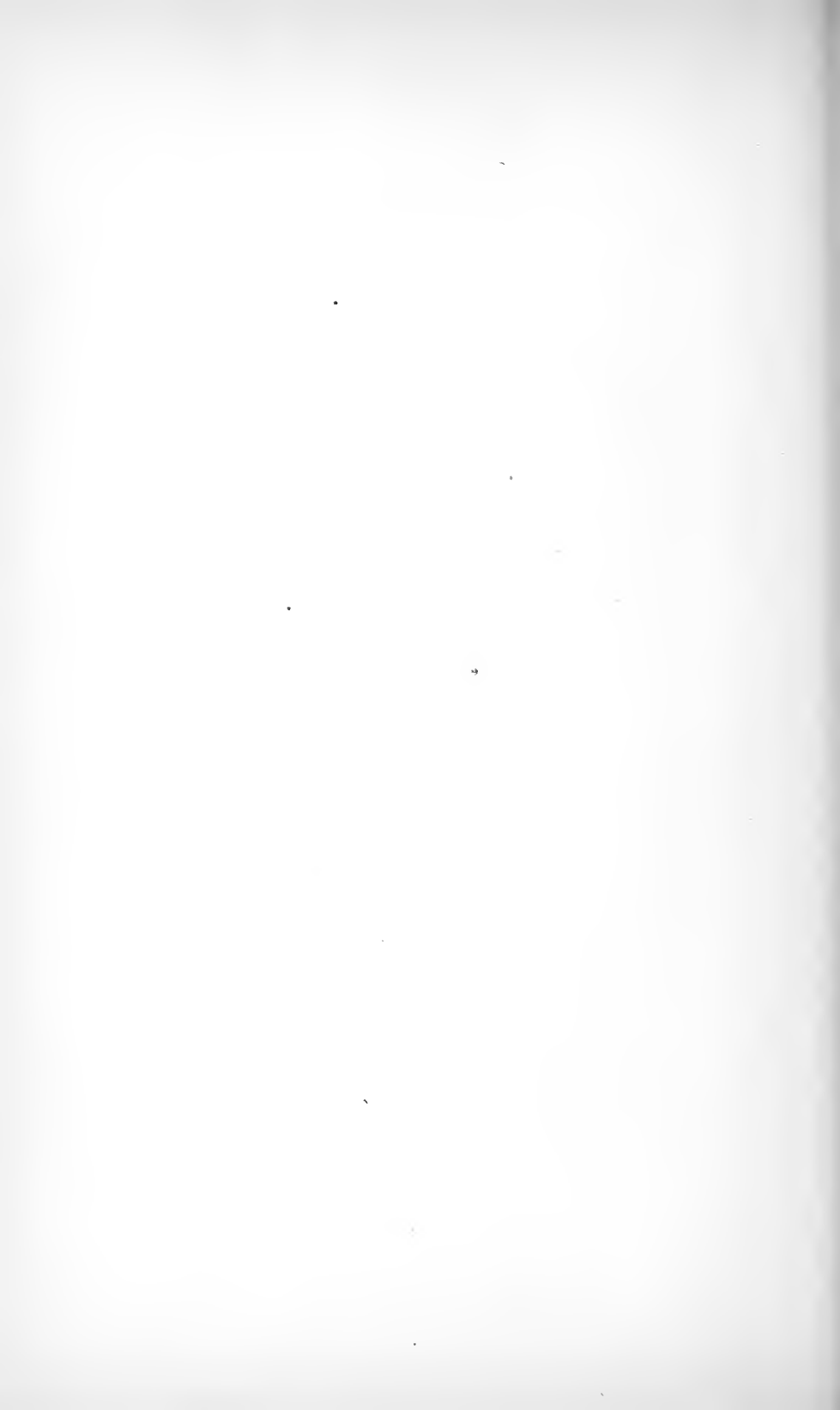


TABLE I.

Number.	NAMES OF ROADS AND BRANCHES. [Branches in <i>Italics</i> .]	2	3	4 LOCATION OF ROAD.		5 LENGTH OF MAIN LINE AND BRANCHES.		6 DOUBLE TRACK.		7 THIRD TRACK.		8 FOURTH TRACK.		9 SIDINGS.		10 LENGTH OF ROAD, SINGLE TRACK MILES.	
				From	To	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.
1	Boston & New York Air Line, ¹	1875	1870-73	New Haven, Ct.	Willimantic, Ct.	52.36	52.36	5.23						16.63	16.63	74.12	74.12
2	Central New England,	1892	1892	Campbell Hall, N.Y.	Silverville, N.Y.	57.00	57.00	4.60						15.80	15.80	78.00	78.00
3	Dutchess County R. R.,	1876	1877	Poughkeepsie, N.Y.	Colchester, Ct.	12.40	12.40							1.03	1.03	4.62	4.62
4	Danbury & Norwalk, ²	1850	1852	Turnerville, Ct.	So. Norwalk, Ct.	23.59	23.59							15.34	15.34	38.93	38.93
	<i>Wilson's Point Branch,</i>			Danbury, Ct.	Wilson's Point, Ct.	2.69	2.69							4.66	4.66	7.35	7.35
	<i>Ridgfield Branch,</i>			Branchville, Ct.	Ridgfield, Ct.	3.97	3.97							4.42	4.42	4.59	4.59
	<i>Haverhill Branch,</i>			Bethel, Ct.	Haverhill, Ct.	5.95	5.95							6.4	6.4	6.59	6.59
5	Hartford & Connecticut Western, ³	1881	1871	Hartford, Ct.	Rinecliff, N.Y.	109.75	87.25							27.55	18.36	137.30	85.61
6	Middletown, Meriden & Waterbury,	1882	1885	Cromwell, Ct.	Westfield, Ct.	3.50	3.50							1.16	6.84	4.66	4.66
7	Naugatuck,	1845	1849	Westfield, Ct.	Waterbury, Ct.	26.00	26.00							6.84	6.84	32.84	32.84
8	Warehock Branch, ⁴	1873	1895	Warehock, Ct.	Winsted, Ct.	56.55	56.55	5.40	5.40					26.76	26.76	87.71	87.71
	"			Waterbury, Ct.	Waterbury, Ct.	4.44	4.44							66	66	5.10	5.10
	"			Waterbury, Ct.	Waterbury, Ct.	213.56	134.17	115.36	64.73					149.10	70.47	478.02	269.37
	"			Waterbury, Ct.	Waterbury, Ct.	1.71	1.71							8.48	8.48	10.19	10.19
	"			Waterbury, Ct.	Waterbury, Ct.	1.04	1.04							22.35	8.19	81.28	40.15
	"			Waterbury, Ct.	Waterbury, Ct.	31.96	31.96	1.27						7.65	7.65	36.32	36.32
	"			Waterbury, Ct.	Waterbury, Ct.	17.36	17.36	5.35						3.00	5.1	20.36	5.86
	"			Waterbury, Ct.	Waterbury, Ct.	28.31	28.31	20.17						7.02	2.94	35.33	23.11
	"			Waterbury, Ct.	Waterbury, Ct.	7.22	7.22	7.22						.31	.31	7.53	7.53
	"			Waterbury, Ct.	Waterbury, Ct.	1.53	1.53							2.38	2.38	2.38	2.38
	"			Waterbury, Ct.	Waterbury, Ct.	2.00	2.00							.11	.11	2.11	2.11
	"			Waterbury, Ct.	Waterbury, Ct.	12.90	12.90	13.90						7.23	7.23	20.13	20.13
	"			Waterbury, Ct.	Waterbury, Ct.	3.79	3.79	3.79						2.05	2.05	5.84	5.84
	"			Waterbury, Ct.	Waterbury, Ct.	94.64	94.64	51.26						45.17	22.32	139.81	73.58
	"			Waterbury, Ct.	Waterbury, Ct.	14.09	14.09	14.09						3.66	3.66	17.75	17.75
	"			Waterbury, Ct.	Waterbury, Ct.	7.51	7.51							2.19	2.19	9.70	9.70
	"			Waterbury, Ct.	Waterbury, Ct.	10.07	10.07							2.69	2.69	12.76	12.76
	"			Waterbury, Ct.	Waterbury, Ct.	10.32	10.32							14.94	14.94	24.56	24.56
	"			Waterbury, Ct.	Waterbury, Ct.	121.00	121.00	55.10						39.02	39.02	160.02	76.17
	"			Waterbury, Ct.	Waterbury, Ct.	70.97	70.97	53.14						36.38	36.38	107.35	77.99
	"			Waterbury, Ct.	Waterbury, Ct.	63	63							27	27	90	90
	"			Waterbury, Ct.	Waterbury, Ct.	13.59	13.59	4.43						1.69	1.69	15.28	15.28
	"			Waterbury, Ct.	Waterbury, Ct.	4.43	4.43	4.43						1.02	1.02	6.45	6.45
	"			Waterbury, Ct.	Waterbury, Ct.	30.89	30.89							4.16	4.16	26.04	26.04
	"			Waterbury, Ct.	Waterbury, Ct.	6.94	6.94							1.30	1.30	8.14	8.14
	"			Waterbury, Ct.	Waterbury, Ct.	9.46	9.46							1.04	1.04	10.49	10.49
	"			Waterbury, Ct.	Waterbury, Ct.	15.13	15.13							3.64	3.64	18.77	18.77
	"			Waterbury, Ct.	Waterbury, Ct.	4.55	4.55							.44	.44	6.09	6.09

TABLE I. — CONCLUDED.

Number.	1	2		3	4		5		6		7		8		9		L'NGTH OF Ro'D, SINGLE TRACK MILES.	
		NAMES OF ROADS AND BRANCHES. [Branches in <i>Italics</i> .]			LOCATION OF ROAD.		L'NGTH OF MAIN LINE AND BRANCHES.		DOUBLE TRACK.		THIRD TRACK.		FOURTH TRACK.		SIDINGS.			
		Chartered.	Opened for use.		From	To	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.	Total.	In Conn.		
13	New York, New Haven & Hartford, ⁶	1871	1830-70		Woodlawn Junc., N.Y.	Providence, R. I.	173.77	115.79	173.77	115.79	55.32	42.44	55.32	42.44	132.10	97.11	590.38	413.57
	<i>New Canaan Br., N. Y. Div.</i>				Stamford, Ct.	New Canaan, Ct.	7.66	7.66							1.02	1.02	8.68	8.68
	<i>Brookfield Br.,</i>				Brookfield, Ct.	Danbury, Ct.	5.36	5.36							1.16	1.16	6.52	6.52
	<i>M. L. Hartford Division.</i>				Cedar Hill Jct., Ct.	Springfield, Mass.	60.17	54.22	60.17	54.22					89.34	80.85	209.68	189.29
	<i>Valley Branch, Hfd. Div.,</i>				Hartford, Ct.	Farmington, Ct.	46.30	46.30							10.23	10.23	56.43	56.43
	<i>Middletown Branch,</i>				Berlin, Ct.	Middletown, Ct.	9.70	9.70							5.69	5.69	15.39	15.39
	<i>New Britain Branch,</i>						3.18	3.18							9.19	9.19	15.55	15.55
	<i>Suffield Branch,</i>					New Britain, Ct.									1.17	1.17	6.49	5.49
	<i>M. L. Berkshire Division,</i>				Windsor Locks, Ct.		4.32	4.32									1.66	1.66
	"				New Haven U. S. Dep.	Suñet, Ct.	1.66	1.66							2.55	2.55	12.34	12.34
	"				Huntington, Ct.	Botsford, Ct.	9.79	9.79							14.34	14.34	74.15	74.15
	"				Botsford, Ct.	Mass. State Line	59.81	59.81							4.51	4.51	19.67	19.67
	<i>Bridgeport Branch,</i>				Hawleyville, Ct.	Bridgeport, Ct.	15.16	15.16							36.29	36.29	36.29	36.29
	<i>Litchfield Branch,</i>				Stonington, Ct.	Litchfield, Ct.	32.28	32.28							4.01	4.01	86.29	86.29
	<i>Stonington Loop, Shore L. Div.,</i>				Stonington, Ct.	Stonington, Ct.	.97	.97									.97	.97
	<i>Pattuxet Valley Br., Nor. Div.,</i>				Ansburn, R. I.	Pontiac, R. I.	4.69								.39		5.08	
	<i>Harlem River & Portchester,</i>				Auburn, R. I.	Henderson St.,	3.58								.83		6.07	
	<i>Berkshire Branch,</i>				Harlem River, N. Y.	New Rochelle, N. Y.	11.50								74.92		100.42	
	<i>West Stockbridge Branch,</i>				W. Stockbridge, Ms.	W. Stockbridge, Ms.	20.53								1.25			
	<i>Stockbridge & Pittsfield,</i>				Van D'sville, Ms.	Pittsfield, Mass.	9.61								6.05		26.58	
	<i>Providence & Worcester,</i>				Providence, R. I.	Worcester, Mass.	22.02								.98		3.57	
	<i>East Providence Branch,</i>				Valley Falls, R. I.	E. Providence, R. I.	40.90								13.05		35.07	
	<i>Pattuxet Valley Branch,</i>				Pontiac, R. I.	Hope, R. I.	7.00								8.42		146.88	
	Old Colony Main Line,				Boston (Ft. Pt. Chm)	Newport, R. I.	5.67								7.08			
	"				Mayflower Park	Somerset Jc., Mass.	67.60								1.92		171.25	
	"				Middleboro, Mass.	Provincetown, Ms.	36.31								2.63		96.63	
	"				Raynham, Mass.	Whitinton Jc., Ms.	85.66								16.89		123.27	
	"				Braintree, Mass.	Kingston, Mass.	3.38								7.94		7.94	
	"				So. Braintree, Mass.	Plymouth, Mass.	32.34								6.67		47.42	
	"				Frammingham, Mass.	Lovell, Mass.	26.04								12.46		43.78	
	"				New Bedford, Ms.	Fitchburg, Mass.	26.12								10.50		40.98	
	<i>Dorchester & Milton Branch,</i>				Neponset, Mass.	Mattapan, Mass.	91.35								91		207.15	
	<i>Stoughton Branch,</i>				Stoughton, Mass.		3.30								1.50		4.80	
	<i>Shawmut Branch,</i>				Shawmut & Mill Jc.		1.65								.58		3.88	
	<i>Bradewater Branch,</i>				Harrison Sq., Mass.	Bridge w/ r Ir'n Wks	2.39								1.01		3.40	
	<i>Brookton Branch,</i>				Whitman, Mass.	Westdale, Mass.	6.12								1.78		7.90	
	<i>Granite Branch,</i>				Elmwood, Mass.		.75										.75	
	<i>Hyannis Branch,</i>				Atlantic, Mass.	Braintree, Mass.	5.41								3.45		8.86	
	<i>Wood's Holl Branch,</i>				Yarmouth, Mass.	Hyannis, Mass.	6.05								2.68		7.73	
	<i>Fairhaven Branch,</i>				Tremont, Mass.	Wood's Holl, Mass.	17.54								2.63		30.16	
	<i>Easton Branch,</i>				No. Abington, Ms.	Fairhaven, Mass.	15.17								1.49		16.66	
	<i>P. & M. R. Extension.</i>				Matfield, Mass.	Easton, Mass.	7.80								3.70		11.00	
						Middleboro, Mass.	7.56								.92		8.48	
							4.42										4.42	

[illegible]

1 Road commenced operations in 1870, under the charter granted to the New Haven, Middletown & Willimantic R. R. Company in 1867.

1 Road commenced operations in 1810, under the charter granted to the New Haven, Middletown & Winsted A. R. Company in 1801.
2 Original charter granted to the Fairfield County R. R. Company in 1835, renewed in 1846, and name changed to D. & N. R. R. Company in 1850.

²² Original charter granted to the Fairfield County R. R. Company in 1833.

Successor to the Connecticut Western R. R. Company, chartered in 1868.
 4 From Boston Mass to Putnam Conn. 1855: from Putnam Conn. to

to Bristol, Conn., 1850; from Bristol, Conn., to Waterbury, Conn., 1855; from Waterbury, Conn., to Fishkill-on-Hudson, N. Y., 1881; from Providence, R. I., to Willimantic, Conn.,
from Boston, Mass., to Putnam, Conn., 1853; from Putnam, Conn., to Willimantic, Conn., 1872; from Willimantic, Conn., to Hartford, Conn., 1873; from Hartford, Conn., to
Bristol, Conn., 1874; from Bristol, Conn., to Southbridge, Mass., 1877; from Southbridge, Mass., to Voonsocket, R. I., 1883; Mass. State line to East Hartford, Conn., 1876.

⁶ The New London, Willimantic & Springfield R. R. Company was incorporated in 1847. In 1848, that Company and the New London, Willimantic & Palmer R. R. Company, 1854; from East Thompson, Conn., to Southridge, Mass., 1867; from Cook Street, Mass., to Woonsocket, E. L., 1863; Mass. State line to East Hartford, Conn., 1869.

incorporated by the State of Massachusetts, were permitted, by the Legislature

TABLE II. — CAPITAL STOCK.

Number.	RAILROADS.	11 Total Amount Authorized.	12 Issued for Cash.	13 Issued for Bonds.	14 Issued for Stock of other Corporations.	15 Issued for undivided Earnings.	16 Issued for increased Valuation.
1	Boston & New York Air Line,.....	\$4,000,000.00	.....	\$2,998,500.00	.....	.....	.....
2	Central New England,.....	6,600,000.00	.....	.....	.....	.....	.....
3	Colechester,.....	50,000.00	\$25,000.00	.....	.....	.....	.....
4	Danbury & Norwalk,.....	1,000,000.00	338,416.25	.....	.....	\$101,588.75	\$160,000.00
5	Hartford & Connecticut Western,.....	3,000,000.00	.....	1,912,800.00	.....	.....	.....
6	Middletown, Meriden & Waterbury,.....	100,000.00	.....	.....	.....	.....	.....
7	Naugatuck,.....	2,000,000.00	397,696.00	273,000.00	.....	142,700.00	448,825.00
8	New England,.....	25,000,000.00	.....	.....	.....	.....	.....
9	New Haven & Derby,.....	700,000.00	447,000.00	.....	.....	.....	.....
10	New Haven & Northampton,.....	5,000,000.00	1,882,000.00	.....	.....	.....	.....
11	New London Northern,.....	2,000,000.00	340,673.33	1,102,660.00	\$56,666.67	.....	.....
12	New York, New Haven & Hartford,.....	100,000,000.00	17,250,700.00	.....	37,484,700.00	.....	.....
13	Norwich & Worcester,.....	3,831,600.00	6,600.00	.....	128,900.00	.....	.....
14	Ridgefield & New York,.....	1,250,000.00	215,400.00	.....	.....	.....	.....
15	South Manchester,.....	40,000.00	40,000.00	.....	.....	.....	.....
	Total,.....	\$154,571,600.00	\$20,943,485.58	\$6,286,960.00	\$37,620,266.67	\$244,283.75	\$608,825.00

TABLE III. — CAPITAL STOCK.

Number.	RAILROADS.	17 Otherwise issued.	18 Total amount issued.	19 Total issued per last report.	20 Issued per mile of road.	21 Amount held in Connecticut.	22 Amount same per last report.	23 Stockholders in Connecticut.	24 Number of same per last report.
1	Boston & New York Air Line, ..	\$909,468.38	\$3,907,968.38	\$3,907,968.38	\$75,883.00	\$3,311,700.00	\$3,359,000.00	427	434
2	Central New England,	6,600,000.00	6,600,000.00	6,600,000.00	114,583.00	5,400.00	5,400.00	9	9
3	Colchester,	25,000.00	25,000.00	25,000.00	6,904.00	25,000.00	25,000.00	1	1
4	Danbury & Norwalk,	600,000.00	600,000.00	600,000.00	16,575.00	590,800.00	593,450.00	69	70
5	Hartford & Conn. Western,	800,000.00	2,712,800.00	2,709,800.00	21,859.79	784,500.00	757,600.00	447	452
6	Middletown, Meriden & W'bury, ..	100,000.00	100,000.00	100,000.00	3,296.00	100,000.00	100,000.00	9	9
7	Naugatuck,	737,779.00	2,000,000.00	2,000,000.00	32,792.00	1,739,800.00	1,717,200.00	353	339
8	New England,	25,000,000.00	25,000,000.00	25,000,000.00	69,606.86	24,858,700.00	24,849,700.00	10	10
9	New Haven & Derby,	447,000.00	447,000.00	447,000.00	26,782.00	446,600.00	445,100.00	21	30
10	New Haven & Northampton,	578,000.00	2,460,000.00	2,460,000.00	19,476.00	2,460,000.00	2,460,000.00	1	1
11	New London Northern, .....	.....	1,500,000.00	1,500,000.00	12,396.69	667,300.00	667,900.00	146	150
12	N. Y., New Haven & Hartford, ..	.....	54,685,400.00	54,685,400.00	124,767.00	13,412,500.00	13,511,400.00	2,569	2,565
13	Norwich & Worcester,	2,871,100.00	3,006,600.00	3,006,600.00	41,991.62	58,900.00	60,100.00	31	35
14	Ridgefield & New York,	46,400.00	261,800.00	261,800.00	8,597.69	197,800.00	196,650.00	46	27
15	South Manchester, .....	.....	40,000.00	40,000.00	17,777.77	40,000.00	40,000.00	9	9
Total,		\$37,642,747.38	\$103,346,568.38	\$103,343,568.38	\$67,543.24	\$18,699,000.00	\$48,788,500.00	4,148	4,141

TABLE IV.—DEBT.

Number.	RAILROADS.	25 FUNDED DEBT.		26 CURRENT LIABILITIES.		27 Total debt.	28 Total per last report.	29 Funded debt per mile of road.	30 Total stock and debt.
		Total.	Total per last report.	Total.	Total per last report.				
1	Boston & N. Y. Air L.	\$500,000.00	\$500,000.00	\$463.28	.....	\$500,463.28	\$500,000.00	\$9,709.00	\$4,408,431.66
2	Central New England,	7,900,000.00	7,900,000.00	78,687.35	.....	7,978,687.35	7,988,492.99	137,153.00	14,578,687.35
3	Colchester.....	25,000.00	25,000.00	.....	.....	25,000.00	25,000.00	6,964.00	50,000.00
4	Danbury & Norwalk.....	650,000.00	650,000.00	.....	.....	650,000.00	650,000.00	17,956.00	1,250,000.00
5	Hartford & Conn. W.,	700,000.00	700,000.00	406,440.89	404,233.89	1,106,440.89	1,104,233.89	5,640.61	3,819,240.89
6	Middletown, M. & W.,	.....	.....	.....	.....	.....	.....	.....	100,000.00
7	Naugatuck,.....	150,000.00	150,000.00	.....	.....	150,000.00	150,000.00	2,460.00	2,150,000.00
8	New England,.....	*11,500,000.00	16,500,000.00	36,157.22	36,612.22	16,536,157.22	16,536,612.22	145,940.53	41,536,157.22
9	New Haven & Derby,	1,280,000.00	1,280,000.00	.....	.....	1,280,000.00	1,280,000.00	76,693.00	1,727,000.00
10	N. H. & Northampton,	2,600,000.00	2,600,000.00	762.04	651.29	2,600,762.04	2,600,551.29	20,584.00	5,060,762.04
11	New London North n.,	1,500,000.00	1,500,000.00	23,064.09	32,790.59	1,523,064.09	1,532,790.59	12,396.69	3,023,064.09
12	N. Y., N. H. & H.,...	6,139,000.00	6,139,000.00	6,007,865.47	6,622,818.03	12,146,865.47	12,761,818.03	14,006.00	66,832,265.47
13	Norwich & Worcester,	1,200,000.00	1,200,000.00	63,585.00	70,812.09	1,263,585.00	1,270,812.09	12,849.16	4,270,185.00
14	Ridgefield & N. Y.,...	.....	.....	.....	.....	.....	.....	.....	261,800.00
15	South Manchester,...	.....	.....	20,568.96	21,333.37	20,568.96	21,333.37	.....	69,568.96
	Total,.....	\$39,144,000.00	\$39,144,000.00	\$6,637,594.30	\$7,277,634.47	\$45,781,594.30	\$46,421,634.47	\$25,582.98	\$149,128,162.68

* \$10,000,000 mortgage given by N. Y. & N. E. R. R. Co., maturing 1905.

1,500,000.00 " " " on Boston terminals.

† Funded debt per mile of road on \$16,500,000.00.

TABLE V.—PROPERTY ACCOUNTS.

Number.	RAILROADS.	31 Cost of road.	32 Cost of equipment.	33 Bonds and Stocks.	34 Other permanent investments.	35 Cash and current assets.	36 Other assets.	37 Total.	38 Cost of road per mile.
1	Boston & N. Y. Air Line,	\$4,488,525.33	\$129,931.94	\$44,806.13	.....	.....	.....	\$4,663,263.40	\$87,155.83
2	Central New England, ..	12,426,206.41	366,612.30	900,063.00	\$804,112.84	\$110,525.90	\$51,843.45	14,659,363.90	215,732.75
3	Colchester,	50,000.00	.....	.....	.....	.....	.....	50,000.00	13,927.57
4	Danbury & Norwalk,	1,170,270.83	228,971.59	.....	.....	.....	.....	1,399,242.72	32,927.92
5	Hartford & Conn. West, ..	3,313,054.31	373,867.97	.....	.....	30,108.63	109,409.98	3,826,440.89	26,696.65
6	Mid., Meriden & W'b'y, ..	100,000.00	.....	.....	.....	.....	.....	100,000.00	3,295.97
7	Naugatuck,	2,024,697.45	297,086.57	.....	.....	.....	101,500.00	2,423,284.02	33,197.20
8	New England,	*26,281,583.28	2,516,608.87	.....	.....	886,414.08	11,500,000.00	41,184,606.23	73,297.75
9	New Haven & Derby, ...	1,559,391.10	200,675.62	.....	.....	.....	.....	1,760,066.72	93,432.61
10	N. H. & Northampton, ..	5,731,536.62	850,430.62	27,612.50	.....	762.04	345,000.00	6,955,391.78	45,377.14
11	New London Northern, ..	3,064,629.47	248,420.44	150,000.00	5,000.00	65,451.91	.....	3,533,501.82	25,327.52
12	N. Y., N. H. & Hartford,	54,185,570.66	5,201,793.72	9,612,370.11	14,399,291.50	13,458,927.83	2,455,640.95	107,302,583.67	123,626.67
13	Norwich & Worcester, ..	3,982,763.51	179,750.67	500,000.00	.....	385,646.51	47,928,988.90	5,502,137.42	55,625.19
14	Ridgefield & New York, ..	230,860.16	.....	.....	.....	.....	453,976.73	230,860.16	7,581.60
15	South Manchester,	89,024.98	32,294.85	.....	.....	.....	3,559.43	124,879.26	39,566.66
	Total,	\$118,698,104.11	10,686,445.46	11,234,851.74	15,208,404.34	14,937,836.90	22,949,919.44	193,715,621.99	77,576.44

* On page No. 219 of this report the cost of construction and equipment of the New England Railroad Company is not shown separately for the reason that the cost of the property to that company is practically what it gave for the equity over and above the amount of the underlying mortgages of the New York & New England Railroad Co., which mortgages are shown as a separate item and not as a part of the cost of the road. The New England Railroad Company has made a careful inventory and appraisal of its equipment, however, and its valuation placed at \$2,516,608.87. This amount has been deducted from the total cost of construction and equipment, as reported by the road, and separate accounts shown in above table.

† Contingent Assets.

TABLE VI.—EARNINGS.

Number.	RAILROADS.	Gross.				Net.			
		39	40	41	42	43	44	45	46
		Total.	Total per last report.	Per mile of road operated.	Per mile run.	Total.	Total per last report.	Per mile of road operated.	Per mile run.
1	Boston & New York Air Line,*	.....	.....	.....	.....	.....	.....	.....	.....
2	Central New England,.....	\$593,965.43	\$711,758.86	\$3,331.94	\$1.13108	\$157,715.98	\$176,655.52	\$855.52	.30034
3	Colchester,*	.....	.....	.....	.....	.....	.....	.....	.....
4	Danbury & Norwalk,*	.....	.....	.....	.....	.....	.....	.....	.....
5	Hartford & Connecticut Western,†	.....	.....	.....	.....	.....	.....	.....	.....
6	Middletown, Meriden & Wat'y,*	.....	.....	.....	.....	.....	.....	.....	.....
7	Naugatuck,*	.....	.....	.....	.....	.....	.....	.....	.....
8	New England,*	.....	.....	.....	.....	.....	.....	.....	.....
9	New Haven & Derby,*	.....	.....	.....	.....	.....	.....	.....	.....
10	New Haven & Northampton,*	.....	.....	.....	.....	.....	.....	.....	.....
11	New London Northern,.....	992,546.67	902,087.45	8,036.82	1.25780	90,499.74	106,990.79	732.80	.11469
12	N. Y., N. H. & Hartford,.....	43,521,087.11	40,132,311.37	21,467.09	2.04065	12,247,213.50	12,083,832.47	6,041.03	.57426
13	Norwich & Worcester,*	.....	.....	.....	.....	.....	.....	.....	.....
14	Ridgefield & New York,†	.....	.....	.....	.....	.....	.....	.....	.....
15	South Manchester,.....	18,049.49	15,748.58	8,021.99	1.13411	2,716.13	1,251.83	1,207.15	.17066
	Total,.....	\$45,125,648.70	\$41,761,906.26	\$19,306.01	\$1.99166	\$12,498,145.35	\$12,368,730.61	\$5,347.37	.55162

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE VII.

Number.	RAILROADS.	DIVIDENDS.					51 Paid for taxes.	52 Paid for interest.	53 Paid for insurance.
		47 Total amount paid.	48 Total per last report.	49 Capital stock on which dividends were paid.	50 Capital stock on which no divi- dends were paid.				
1	Boston & New York Air Line,...	\$119,940.00	\$119,940.00	\$2,998,500.00	\$909,468.38	.....	.....	\$25,000.00	.....
2	Central New England,.....	.....	.....	.....	6,600,000.00	.....	\$18,563.25	32,500.00	\$2,133.36
3	Colchester,.....	.....	.....	.....	25,000.00	.....	.....	1,750.00	.....
4	Danbury & Norwalk,.....	30,000.00	30,000.00	600,000.00	.....	.....	.....	33,500.00	.....
5	Hartford & Conn. Western,...	26,394.00	26,394.00	1,319,700.00	1,390,100.00	.....	.....	35,000.00	.....
6	Midtown, Meriden & W'bury,...	1,000.00	1,000.00	100,000.00	.....	.....	.....	.....	.....
7	Naugatuck,.....	200,000.00	200,000.00	2,000,000.00	.....	.....	.....	6,000.00	.....
8	New England,.....	150,000.00	150,000.00	5,000,000.00	20,000,000.00	.....	.....	{ 1250,000.00 *720,000.00	.....
9	New Haven & Derby,.....	17,880.00	17,880.00	447,000.00	.....	.....	.....	28,750.00	.....
10	New Haven & Northampton,...	98,400.00	98,400.00	2,460,000.00	.....	.....	.....	142,000.00	.....
11	New London Northern,.....	135,000.00	135,000.00	1,500,000.00	.....	.....	51,082.52	68,120.00	1,933.19
12	N. Y., N. H. & Hartford,...	4,296,568.00	4,294,738.00	53,707,100.00	978,300.00	.....	2,410,380.51	274,950.00	72,885.88
13	Norwich & Worcester,.....	240,000.00	240,000.00	3,000,000.00	6,600.00	.....	.....	48,000.00	.....
14	Ridgefield & New York,.....	.....	.....	.....	261,800.00	.....	.....	.....	118.09
15	South Manchester,.....	.....	.....	.....	40,000.00	.....	499.84	.....	.....
	Total,.....	\$5,315,182.00	\$5,313,352.00	\$73,132,300.00	\$30,211,268.38	.....	\$2,480,526.12	\$1,665,570.00	\$77,020.52

* Interest on \$11,500,000.00 mortgages of the New York & New England.

† Interest on \$5,000,000.00 funded debt.

TABLE VIII.—OPERATING EXPENSES.

Number.	RAILROADS.	54	55	56	57	58	59	60	61
		Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total.	Total miles operated.	Per mile of road operated.	Per mile run.
1	Boston & New York Air Line, *								.88074
2	Central New England,	\$125,470.02	\$60,003.33	\$216,300.11	\$34,475.99	\$436,249.45	184.35	\$2,366.42	
3	Colchester, *								
4	Danbury & Norwalk, *								
5	Hartford & Connecticut West'n, †								
6	Middletown, Meriden & Water'y, *								
7	Naugatuck, *								
8	New England, *								
9	New Haven & Derby, *								
10	New Haven & Northampton, *								
11	New London Northern,	88,459.18	35,806.07	750,125.25	27,656.33	902,046.93	123.50	7,304.02	1.14311
12	N. Y., New Haven & Hartford, . .	6,157,902.11	5,426,008.05	18,827,235.47	862,727.98	31,273,873.61	2,037.68	15,426.06	1.46639
13	Norwich & Worcester, *								
14	Ridgefield & New York, †								
15	South Manchester,	4,820.56	313.29	8,632.74	1,566.77	15,333.36	2.25	6,814.84	.96345
	Total,	\$6,376,651.87	\$5,522,130.74	\$19,802,293.67	926,427.07	\$32,627,503.35	2,347.78	\$13,958.91	1.44005

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R.

‡ Projected road.

TABLE IX. — MAINTENANCE OF WAY AND STRUCTURES.

Number.	RAILROADS.	62	63	64	65	66	67	68	69	70	71	72	73	74
		Repairs of roadway.	Repairs of rails.	Repairs of ties.	Repairs of newals of bridges and culverts.	Repairs and newals of fences, road crossings, signs, and cattle guards.	Repairs and newals of buildings and fixtures.	Repairs and newals of ditches and wharfs.	Repairs and newals of telegraph.	Stationery and printing.	Other expenses.	Total.	Per mile operated.	Per mile run.
1	Boston & New York Air Line,*	\$60,630.10					\$9,650.42							
2	Central New England,													
3	Colchester,*		\$28,652.48		\$19,781.04	\$5,203.01			\$1,298.66	\$16.32	\$147.90	\$195,470.02		
4	Danbury & Norwalk,*													
5	Hartford & Connecticut Western,†													
6	Hartford & Connecticut Western,*													
7	Middletown, Meriden & Waterbury,*													
8	Nagatuck,*													
9	New England,*													
10	New Haven & Derby,*													
11	New Haven & Northampton,*													
12	New London Northern,*		\$7,583.10	7,251.45	5,478.71	3,316.39	9,719.72	\$6,996.04	426.02	147.78		88,459.18		
13	New York, New Haven, & Hartford,		2,521,740.56	235,235.42	537,138.02	570,091.73	1,09,081.09	114,601.93	9,777.70	1,728.89	16,757.42	6,157,902.11		
14	Norwich & Worcester,*													
15	Ridgefield & New York,†													
	South Manchester,	2,177.54		652.67		33.86	1,906.49				50.00	4,830.56		
	Total,	\$2,632,088.27	\$303,491.19	\$73,041.95	\$95,351.48	\$90,422.54	\$1,130,307.72	\$21,597.97	\$11,502.38	\$1,892.99	\$16,955.38	\$6,376,651.87	\$2,728.05	\$0.281

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE X. — MAINTENANCE OF EQUIPMENT.

Number.	75	76	77	78	79	80	81	82	83	84	85	86
RAILROADS.	Superintendence.	Repairs and renewals of locomotives.	Repairs and renewals of passenger cars.	Repairs and renewals of freight cars.	Repairs and renewals of work cars.	Repairs and renewals of marine equipment.	Repairs and renewals of shop machinery and tools.	Stationery and printing.	Other expenses.	Total.	Per mile operated.	Per mile run.
1 Boston & N. Y. Air Line,*												
2 Central New England,.....	\$3,848.00	\$29,252.10	\$7,124.71	\$13,007.55	\$1,021.27		\$1,901.75		\$3,247.95	\$60,003.33		
3 Colchester,*												
4 Danbury & Norwalk,*												
5 Hartford & Conn. Western,*												
6 Mid'town, Mer. & W'bury,*												
7 Naugatuck,*												
8 New England,*												
9 New Haven & Derby,*												
10 New Haven & Northamp'n,*												
11 New London Northern,.....	5,805.81	13,042.10	4,114.06	9,758.46	53.74		513.78	\$235.12	2,103.00	35,806.07		
12 N. Y., N. H. & Hartford,.....	146,269.60	1,740,625.55	1,131,571.04	1,582,238.45	21,546.47	\$318,301.57	176,086.49	4,169.07	405,179.81	5,426,008.05		
13 Norwich & Worcester,*												
14 Ridgefield & New York†		74.15	217.72				21.42			313.29		
15 South Manchester,.....												
Total,.....	\$156,023.41	\$1,783,593.90	\$1,143,057.53	1,605,024.46	\$23,621.48	\$218,301.57	\$178,523.44	\$4,454.19	\$410,530.76	\$5,522,130.74	\$3,363.47	\$0.243

† Projected road.

‡ Included in C. N. E. R. R. Co.

* Included in N. Y., N. H. & H. R. R. Co.

TABLE XI.—CONDUCTING TRANSPORTATION.

Number.	RAILROADS.	87	88	89	90	91	92	93	94	95	96
		Superin- tendence.	Engine and round- house men.	Fuel for locomo- tives.	Water supply for locomo- tives.	Oils, tal- low, and waste for locomo- tives.	Other supplies for locomo- tives.	Train service.	Train supplies and expenses.	Switchmen, flagmen, and watchmen.	Telegraph expenses.
1	Boston & New York Air Line,*										
2	Central New England,.....	\$10,062.16	\$38,302.44	\$60,471.14	\$3,300.49	\$1,751.43	\$356.72	\$31,430.90	\$3,704.04	\$12,032.25	\$3,273.15
3	Colchester,*										
4	Danbury & Norwalk,*										
5	Hartford & Connecticut Western,†										
6	Middletown, Meriden & Waterbury,*										
7	Naugatuck,*										
8	New England,*										
9	New Haven & Derby,*										
10	New Haven & Northampton,*										
11	New London & Northern,	11,050.38	56,337.41	162,095.37	4,298.30	3,168.08	796.22	46,918.45	9,458.97	21,199.15	15,688.65
12	New York, New Haven & Hartford, ..	347,584.74	2,403,195.02	3,564,730.01	191,571.52	107,630.28	45,061.51	2,355,263.88	542,713.79	1,762,225.79	351,669.18
13	Norwich & Worcester *										
14	Ridgefield & New York,†										
15	South Manchester,.....		2,973.50	1,944.88		360.93		2,158.25	37.13	1,017.00	
	Total,.....	368,703.28	2,500,808.37	3,789,241.40	199,116.40	112,910.72	46,214.45	2,435,771.48	554,913.93	1,796,474.19	370,630.98

† Projected road.

† Included in C. N. E. R. R. Co.

* Included in N. Y., N. H. & H. R. R. Co.

TABLE XI.—CONDUCTING TRANSPORTATION.—CONTINUED.

Number.	RAILROADS.	97	98	99	100	101	102	103	104	105	106
		Station service.	Station supplies.	Switching charges balance.	Car mileage balance.	Hire of equipment.	Loss and damage.	Injuries to persons.	Clearing wrecks.	Operating marine equipment.	Advertising.
1	Boston & New York Air Line,*										
2	Central New England,	\$36,003.50	\$3,795.25		\$3,722.32		\$607.95	\$143.43	\$75.74		\$1,538.99
3	Colchester,*										
4	Danbury & Norwalk,*										
5	Hartford & Conn. Western,†										
6	Middletown, Meriden & Waterbury,*										
7	Naugatuck,*										
8	New England,*										
9	New Haven & Derby,*										
10	New Haven & Northampton,*										
11	New London Northern,*	246,542.54	10,399.79		48,185.69	\$32,507.02	25,946.62	7,268.19	1,386.54		2,446.61
12	New York, New Haven, & Hartford,	4,132,796.90	302,432.32		772,393.26		122,711.31	233,972.74	29,022.26	\$582,576.13	63,425.13
13	Norwich & Worcester,*										
14	Ridgenfield & New York,†										
15	South Manchester,										
	Total,	4,415,942.94	315,597.36		824,301.27	32,507.02	149,325.88	261,384.36	31,184.54	532,576.13	67,430.73

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. & N. E. R. R. Co.

‡ Projected road.

TABLE XI. — CONDUCTING TRANSPORTATION. — CONCLUDED.

Number.	RAILROADS.	107 Outside agencies.	108 Commls- sions.	109 Stock yards and elevators.	110 Rents for tracks, yards, and terminals.	111 Rents of buildings and other property.	112 Stationery and printing.	113 Other expenses.	114 Total.
1	Boston & New York Air Line,*	.....	.....	.....	.....	.....	.....	.....	.....
2	Central New England,	.....	.....	.....	.....	.....	.....	.....	.....
3	Colchester,*	.....	.....	.....	.....	.....	.....	.....	.....
4	Danbury & Norwalk,*	.....	.....	.....	.....	.....	.....	.....	.....
5	Hartford & Connecticut Western,†	.....	.....	.....	.....	.....	.....	.....	.....
6	Hartford & Meriden & Waterbury,*	.....	.....	.....	.....	.....	.....	.....	.....
7	Middletown,*	.....	.....	.....	.....	.....	.....	.....	.....
8	Naugatuck,*	.....	.....	.....	.....	.....	.....	.....	.....
9	New England,*	.....	.....	.....	.....	.....	.....	.....	.....
10	New Haven & Derby,*	.....	.....	.....	.....	.....	.....	.....	.....
11	New Haven & Northampton,*	.....	.....	.....	.....	.....	.....	.....	.....
12	New London Northern,	\$16,168.64	\$854.16	.....	.....	.....	.....	.....	.....
13	New York, New Haven & Hartford,	20,669.15	.....	.....	.....	.....	.....	.....	.....
14	Norwich & Worcester,*	.....	.....	.....	.....	.....	.....	.....	.....
15	Ridgefield & New York,†	.....	.....	.....	.....	.....	.....	.....	.....
	South Manchester,	.....	.....	.....	.....	.....	.....	.....	.....
	Total,	\$36,837.79	\$854.16	\$37,028.03	\$366,176.61	\$62,038.16	\$181,098.10	\$278,165.39	\$19,802,293.67

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE XII.—GENERAL EXPENSES.

Number.	RAILROADS.	115 Salaries of General Officers.	116 Salaries of Clerks and Attendants.	117 General Office Expenses and Supplies.	118 Insurance.	119 Law Expenses.	120 Stationery and Printing (General Offices).	121 Other Expenses.	122 Total.
1	Boston & New York Air Line,*	...	...	...	...	...	...	...	...
2	Central New England,.....	\$19,049.94	\$7,805.89	...	\$2,183.36	\$2,364.76	\$320.01	\$2,802.09	\$34,475.99
3	Colchester,*	...	...	...	...	...	...	...	...
4	Danbury & Norwalk,*	...	...	...	...	...	...	...	...
5	Hartford & Connecticut Western.†	...	...	...	...	...	...	...	...
6	Middletown, Meriden & Waterbury.*	...	...	...	...	...	...	...	...
7	Naugatuck,*	...	...	...	...	...	...	...	...
8	New England,*	...	...	...	...	...	...	...	...
9	New Haven & Derby,*	...	...	...	...	...	...	...	...
10	New Haven & Northampton,*	...	...	...	...	...	...	...	...
11	New London Northern,.....	5,848.43	12,399.24	\$1,933.19	2,427.95	3,686.61	1,171.20	189.71	27,656.33
12	New York, New Haven & Hartford,	169,315.13	250,024.88	48,499.37	72,835.88	152,832.11	30,391.04	98,829.57	862,727.98
13	Norwich & Worcester,*	...	...	...	...	...	...	...	...
14	Ridgefield & New York.†	...	...	...	...	...	...	...	...
15	South Manchester,.....	...	1,900.00	73.00	118.09	...	...	175.68	1,566.77
	Total,.....	\$194,243.50	\$311,429.95	\$50,505.56	\$77,515.28	\$153,883.48	\$31,882.25	\$101,997.05	\$926,427.07

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE XIII.—PASSENGER TRAFFIC.

Number.	RAILROADS.	TRANSPORTATION.			126 Average distance carried.	127 Total passenger revenue.	128 Average amount received from each passenger.	129 Average receipts per passenger per mile.	130 Passenger earnings per mile of road.	131 Passen- ger earn- ings per train mile.
		123 Passengers carried.	124 Same per last report.	125 Passengers carried one mile.						
1	Boston & New York Air Line,*									
2	Central New England,.....	590,569	537,684	8,574,297	14.52	\$208,136.51	35.243	02.427	\$1,455.36	\$72.712
3	Colchester,*									
4	Danbury & Norwalk,*									
5	Hartford & Connecticut Western,†									
6	Middletown, Meriden & Waterbury,*									
7	Naugatuck,*									
8	New England,*									
9	New Haven & Derby,*									
10	New Haven & Northampton,*									
11	New London Northern,*	516,146	503,932	9,016,147	17.47	196,358.79	34.557	02.177	1,889.79	76.900
12	New York, New Haven, & Hartford,	58,838,131	53,051,460	1,024,201,352	17.41	17,866,424.51	30.365	01.744	10,468.71	1,424.11
13	Norwich & Worcester,*									
14	Ridgefield & New York,†	100,372	92,631	225,837	2.35	4,364.01	4.347	01.932	1,974.18	.3157
15	South Manchester,.....									
	Total,.....	60,045,221	54,235,707	1,042,017,563	17.35	\$18,276,183.82	30.436	01.753	\$9,296.38	\$1,391.12

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE XIV.—FREIGHT TRAFFIC.

Number.	RAILROADS.	TRANSPORTATION.			135	136	137	138	139	140
		132	133	134						
		Total tons carried.	Same per last report.	Tons carried one mile.	Average distance haul of one ton.	Total freight revenue.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Freight earnings per mile of road.	Freight earnings per train mile.
1	Boston & New York Air Line.*	323,112	591,714	21,767,935	67.87	\$315,559.61	\$9.7662	.01449	\$1,771.74	\$15,9261
2	Central New England.....									
3	Colchester.*									
4	Danbury & Norwalk.*									
5	Hartford & Connecticut Western.†									
6	Hartford & Meriden & Waterbury.*									
7	Naugatuck.*									
8	New England.*									
9	New Haven & Derby.*									
10	New Haven & Northampton.*									
11	New London Northern.*	1,216,739	1,082,057	56,063,720	46.08	741,493.16	.60941	.01323	6,003.99	1.53158
12	New York, New Haven & Hartford.	17,145,313	15,436,455	1,444,544,216	84.25	21,018,381.05	1.25589	.01455	10,788.34	3.29431
13	Norwich & Worcester.*									
14	Ridgfield & New York.†									
15	South Manchester.....	45,348	41,767	102,033	2.25	13,007.58	.39007	.13336	6,047.81	7.37538
	Total.....	18,730,512	17,151,993	1,522,477,904	81.28	\$22,088,944.40	\$1.17930	.01451	\$9,815.14	\$8.12927

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE XV.—FUEL FOR LOCOMOTIVES.

Number.	RAILROADS.	COAL.		WOOD.		145 Total tons fuel consumed.	146 Total miles run.	147 Average pounds consumed per mile.
		141 Number of tons.	142 Average cost per ton.	143 Number of cords.	144 Average cost per cord.			
1	Boston & New York Air Line,*							
2	Central New England,	27,400	\$2.15			27,400	644,288	85.05
3	Colchester,*							
4	Danbury & Norwalk,*							
5	Hartford & Connecticut Western,†							
6	Middletown, Meriden & Waterbury,*							
7	Naugatuck,*							
8	New England,*							
9	New Haven & Derby,*							
10	New Haven & Northampton,*							
11	New London & Northampton,	55,885	2.89	30	\$1.65	55,905	1,187,718	94.14
12	New York, New Haven & Hartford,	1,266,198	2.77	2,016	1.72	1,267,206	28,035,176	90.40
13	Norwich & Worcester,*							
14	Ridgefield & New York,†					401	15,915	58.20
15	South Manchester,	401	4.57					
	Total,	1,349,884	\$2.76	2,046	\$1.69	1,350,912	29,883,097	90.35

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE XVI. — MILEAGE AND EMPLOYEES.

Number.	RAILROADS.	148 Passenger trains earning revenue.	149 Freight trains earning revenue.	150 Other trains.	151 Total.	152 Total per last report.	153 Employees, including officers.	154 Same per last report.
1	Boston & New York Air Line,*	.....	.....	.....	.....	.....	.....	.....
2	Central New England Ry.,	317,881	156,174	170,233	644,288	744,470	547	559
3	Colchester,*	.....	.....	.....	.....	.....	.....	.....
4	Danbury & Norwalk,*	.....	.....	.....	.....	.....	.....	.....
5	Hartford & Connecticut Western,†	.....	.....	.....	.....	.....	.....	.....
6	Middletown, Meriden & Waterbury,*	.....	.....	.....	.....	.....	.....	.....
7	Naugatuck,*	.....	.....	.....	.....	.....	.....	.....
8	New England,*	.....	.....	.....	.....	.....	.....	.....
9	New Haven & Derby,*	.....	.....	.....	.....	.....	.....	.....
10	New Haven & Northampton,*	.....	.....	.....	.....	.....	.....	.....
11	New London Northern,...	305,924	483,190	223,993	1,013,107	903,819	746	681
12	New York, New Haven & Hartford,...	14,687,835	6,395,676	6,651,700	27,735,211	25,802,941	28,691	27,155
13	Norwich & Worcester,*	.....	.....	.....	.....	.....	.....	.....
14	Ridgefield & New York,†	.....	.....	.....	.....	.....	.....	.....
15	South Manchester,.....	14,070	1,845	.....	15,915	15,760	17	14
	Total,.....	15,325,710	7,036,885	7,045,926	29,408,521	27,466,990	30,001	28,409

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE XVII. — EQUIPMENT.

Number.	RAILROADS.	LOCOMOTIVES.		CARS.				CARS WITH TRAIN BRAKE.		CARS WITH AUTOMATIC COUPLERS.	
		155	156	157	158	159	160	161	162	163	164
		Num- ber.	With train brake.	Passen- ger ser- vice.	Freight and other.	Total.	Total per last report.	In pas- senger ser- vice.	In freight service.	In pas- senger ser- vice.	In freight service.
1	Boston & New York Air Line,*										
2	Central New England,	35	35	34	382	416	467	34	342	34	347
3	Colchester,*										
4	Danbury & Norwalk,*										
5	Hartford & Connecticut Western,†										
6	Middletown, Meriden & Waterbury,*										
7	Naugatuck,*										
8	New England,*										
9	New Haven & Derby,*										
10	New Haven & Northampton,*										
11	New London Northern,	14	14	22	234	256	263	22	10	22	184
12	New York, New Haven & Hartford,	942	942	1,867	13,535	15,402	15,324	1,867	12,229	1,837	12,965
13	Norwich & Worcester,*										
14	Ridgefield & New York,†			4		4					
15	South Manchester,	2	2					4		4	
	Total,	993	993	1,927	14,151	16,078	16,058	1,927	12,581	1,897	13,496

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

TABLE XVIII.

Number.	RAILROADS.	STATIONS.			RAILS.		HIGHWAY GRADE CROSSINGS IN CONNECTICUT.		
		165	166	167	168	169	170	171	172
		On main line and branches.	In Conn.	Average number of miles for each station in Conn.	Miles of steel.	Miles of iron.	New ties laid during the year.	At grade.	At grade per last report.
1	Boston & New York Air Line,.....	16	16	3.22	70.12	4.00		45	45
2	Central New England,.....	71	30	2.24	227.70	.....	76,739	*	*
3	Colchester,.....	1	1	3.59	3.93	.69		2	2
4	Danbury & Norwalk,.....	17	17	1.78	54.00	3.26		73	73
5	Hartford & Connecticut Western,.....	.....	.....	.....	.....	.....	.....	69	69
6	Hartford & Meriden & Waterbury,.....	15	15	2.02	37.50	.....	.....	13	13
7	Naugatuck,.....	21	21	2.90	90.26	2.55	.....	52	52
8	New England,.....	202	77	3.84	634.62	40.88	.....	214	216
9	New Haven & Derby,.....	6	6	2.78	25.64	.33	.....	13	13
10	New Haven & Northampton,.....	38	19	3.44	188.53	16.05	.....	79	79
11	New London Northern,.....	43	25	2.24	121.00	39.02	.....	43	43
12	New York, New Haven & Hartford,.....	215	140	.....	2,597.24	128.26	16,857	337	338
13	Norwich & Worcester,.....	26	16	3.06	98.83	8.52	1,320,980	38	39
14	Ridgefield & New York,†.....	1	1	2.25	3.85	1.08	.....	3	3
15	South Manchester,.....	.....	.....	.....	.....	.....	1,020	.....	.....
	Total,.....	672	384	2.63	4,153.22†	244.64†	1,415,596	981	985

* See Hartford & Connecticut Western.

† Projected road.

‡ Mileage of all states.

§ Included in N. Y., N. H. & H. R. R. Co.

TABLE XIX.—GENERAL PERCENTAGE.

Number.	RAILROADS.	173 Gross earnings to capital and debt.	174 Net earnings to capital and debt.	175 Net earnings to permanent investments.	176 Net earnings to gross earnings.	177 Operating expense to gross earnings.	178 Passenger revenue to gross earnings.	179 Freight revenue to gross earnings.
1	Boston & New York Air Line,*							
2	Central New England,.....	4.07	1.08	1.08	26.55	73.45	35.04	53.13
3	Colchester,*							
4	Danbury & Norwalk,*							
5	Hartford & Connecticut Western,†							
6	Middletown, Meriden & Waterbury,*							
7	Naugatuck,*							
8	New England,*							
9	New Haven & Derby,*							
10	New Haven & Northampton,*							
11	New London Northern,.....	32.83	2.99	2.61	9.12	90.88	19.77	74.71
12	New York, New Haven & Hartford,...	65.12	18.33	14.67	28.14	71.86	41.05	48.29
13	Norwich & Worcester,*							
14	Ridgefield & New York,†							
15	South Manchester,.....	29.80	4.48	2.24	15.05	84.95	24.18	75.39
	Total,.....	30.26	8.38	8.02	27.70	72.30	40.50	48.95

* Included in N. Y., N. H. & H. R. R. Co.

† See C. N. E. R. R. Co.

‡ Projected road.

TABLE XX.—ACCIDENTS IN CONNECTICUT RESULTING IN DEATH OR INJURY TO PERSONS.

Number.	GENERAL STATEMENT.							HIGHWAY CROSSINGS.		EMPLOYEES.					PAS-SENGERS.		TRES-PASSERS.		OTHERS.		
	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200
	Passengers.	Employees.	Trespassers.	Others.	Total.	Fatal.	Not fatal.	Fatal.	Not fatal.	Falling from trains or engines.	Coupling or uncoupling.	Overhead obstructions.	Other causes.	Fatal.	Not fatal.	Fatal.	Not fatal.	Fatal.	Not fatal.	Fatal.	Not fatal.
1	3				3		3														
2																					
3																					
4																					
5																					
6																					
7																					
8																					
9																					
10																					
11		18	7		32	6	26			5	3	10	3	15		7	3	4			
12		23	119	20	386	119	367	10	13	49	24	22	129	32	192	1	22	78	41	8	12
13																					
14																					
15																					
	Total.	32	242	126	20	421	296	10	14	44	27	22	139	35	207	1	32	81	45	8	12

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	CAPITAL STOCK.				
		1898.	1899.	1900.	1901.	1902.
1	Boston & New York Air Line,.....	\$3,901,720.88	\$3,904,695.88	\$3,907,968.38	\$3,907,968.38	\$3,907,968.38
2	Central New England,.....	.....	6,600,000.00	6,600,000.00	6,600,000.00	6,600,000.00
3	Colchester,.....	25,000.00	25,000.00	25,000.00	25,000.00	25,000.00
4	Danbury & Norwalk,.....	600,000.00	600,000.00	600,000.00	600,000.00	600,000.00
5	Hartford & Connecticut Western,....	2,707,700.00	2,708,000.00	2,709,500.00	2,709,800.00	2,712,800.00
6	Housatonic,.....	2,891,200.00	.....	.....	.....	.....
7	Middletown, Meriden & Waterbury, ..	.....	100,000.00	100,000.00	100,000.00	100,000.00
8	Naugatuck,.....	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00	2,000,000.00
9	New England,.....	25,000,000.00	25,000,000.00	25,000,000.00	25,000,000.00	25,000,000.00
10	New Haven & Derby,.....	447,000.00	447,000.00	447,000.00	447,000.00	447,000.00
11	New Haven & Northampton,.....	2,460,000.00	2,460,000.00	2,460,000.00	2,460,000.00	2,460,000.00
12	New London Northern,.....	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00
13	New York, New Haven & Hartford, ..	47,633,200.00	54,641,400.00	54,685,400.00	54,685,400.00	54,685,400.00
14	Norwich & Worcester,.....	2,775,800.00	2,775,800.00	3,006,600.00	3,006,600.00	3,006,600.00
15	Phila., Reading & New England,....	6,600,000.00	.....	.....	.....	.....
16	Ridgefield & New York *,.....	251,800.00	261,800.00	261,800.00	261,800.00	261,800.00
17	Shepaug, Litchfield & Northern,....	600,000.00	.....	.....	.....	.....
18	Shore Line,.....	.....	.....	.....	.....	.....
19	South Manchester,.....	40,000.00	40,000.00	40,000.00	40,000.00	40,000.00
	Total,.....	\$89,433,420.88	\$103,063,695.88	\$103,343,268.38	\$103,343,568.38	\$103,346,568.38

* Projected road.

† See C. N. E. R'y Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	FUNDED DEBT.				
		1898.	1899.	1900.	1901.	1902.
1	Boston & New York Air Line,	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00
2	Central New England, .....	.....	7,900,000.00	7,900,000.00	7,900,000.00	7,900,000.00
3	Colchester,	25,000.00	25,000.00	25,000.00	25,000.00	25,000.00
4	Danbury & Norwalk,	650,000.00	650,000.00	650,000.00	650,000.00	650,000.00
5	Hartford & Connecticut Western,	700,000.00	700,000.00	700,000.00	700,000.00	700,000.00
6	Housatonic,	3,000,000.00	.....	.....	.....	.....
7	Naugatuck,	150,000.00	150,000.00	150,000.00	150,000.00	150,000.00
8	New England,	16,500,000.00	16,500,000.00	16,500,000.00	16,500,000.00	16,500,000.00
9	New Haven & Derby,	1,280,000.00	1,280,000.00	1,280,000.00	1,280,000.00	1,280,000.00
10	New Haven & Northampton,	3,900,000.00	2,600,000.00	2,600,000.00	2,600,000.00	2,600,000.00
11	New London Northern,	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00	1,500,000.00
12	New York, New Haven & Hartford, ..	7,500,000.00	6,439,000.00	6,439,000.00	6,139,000.00	6,139,000.00
13	Norwich & Worcester,	955,000.00	955,000.00	1,200,000.00	1,200,000.00	1,200,000.00
14	Phila., Reading & New England, ..	10,100,000.00	†.....	†.....	†.....	†.....
15	Ridgefield & New York, *	.....	.....	.....	.....	.....
16	Shore Line, .....	.....	.....	.....	.....	.....
	Total,	\$46,760,000.00	\$39,199,000.00	\$39,444,000.00	\$39,144,000.00	\$39,144,000.00

* Projected road.

† See C. N. E. Ry. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	FLOATING DEBT.				
		1898.	1899.	1900.	1901.	1902.
1	Boston & New York Air Line,.....	.....	.....	.....	.....	\$463.38
2	Central New England,.....	.....	\$111,327.02	\$87,356.48	\$88,492.99	78,687.35
3	Danbury & Norwalk,.....	.....	.....	.....	.....	.....
4	Hartford & Connecticut Western,.....	\$22,697.99	92,914.55	402,923.89	404,223.89	406,440.89
5	New England,.....	794,759.08	45,182.22	36,882.22	36,612.22	36,157.22
6	New Haven & Northampton,.....	.....	.....	.....	551.29	762.04
7	New London Northern,.....	1,865.69	32,395.59	33,167.09	32,790.59	23,064.09
8	New York, New Haven & Hartford,.....	4,353,618.97	6,945,245.71	7,761,283.76	6,622,818.03	6,007,865.47
9	Norwich & Worcester,.....	65,123.87	757,750.95	67,329.71	70,812.09	63,585.00
10	Phila., Reading & New England,.....	442,971.66	*	*	*	*
11	Shepaug, Litchfield & Northern,.....	4,248.26	.....	.....	.....	.....
12	Shore Line,.....	.....	.....	.....	.....	.....
13	South Manchester,.....	17,599.96	17,177.32	20,906.39	21,333.37	20,568.96
	Total,.....	\$5,702,884.88	\$8,002,023.36	\$8,409,849.54	\$7,277,634.47	\$6,637,594.30

* See C. N. E. Ry. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	PERMANENT INVESTMENTS.				
		1898.	1899.	1900.	1901.	1902.
1	Boston & New York Air Line,.....	\$4,651,554.27	\$4,651,226.77	\$4,655,684.27	\$4,659,854.27	\$4,663,263.40
2	Central New England,.....	.....	14,126,591.58	14,129,449.63	13,692,881.71	14,496,994.55
3	Colchester,.....	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00
4	Danbury & Norwalk,.....	1,399,242.72	1,399,242.72	1,399,242.72	1,399,242.72	1,399,242.72
5	Hartford & Connecticut Western,.....	3,333,238.01	3,401,618.08	3,684,413.28	3,684,815.28	3,686,922.28
6	Housatonic,.....	6,989,084.21	.....	.....	.....	.....
7	Middletown, Meriden & Waterbury.....	.....	100,000.00	100,000.00	100,000.00	100,000.00
8	Naugatuck,.....	2,321,784.02	2,321,784.02	2,321,784.02	2,321,784.02	2,321,784.02
9	New England,.....	29,210,504.28	28,732,849.95	28,798,192.15	28,798,192.15	28,798,192.15
10	New Haven & Derby,.....	1,760,066.72	1,760,066.72	1,760,066.72	1,760,066.72	1,760,066.72
11	New Haven & Northampton,.....	6,603,017.24	6,603,017.24	6,606,027.24	6,607,505.99	6,609,629.74
12	New London Northern,.....	3,414,495.83	3,457,491.05	3,478,340.45	3,478,355.45	3,468,049.91
13	New York, New Haven & Hartford,.....	77,190,607.99	83,893,431.33	82,987,636.21	83,319,032.60	83,459,025.99
14	Norwich & Worcester,.....	3,710,986.42	4,599,394.04	4,661,434.91	4,665,005.29	4,662,514.18
15	Phila., Reading & New England,.....	17,271,405.32	.....	.....	.....	.....
16	Ridgefield & New York,*.....	220,860.16	230,860.16	230,860.16	230,860.16	230,860.16
17	Shuapang, Litchfield & Northern,.....	686,040.05	.....	.....	.....	.....
18	Shore Line,.....	.....	.....	.....	.....	.....
19	South Manchester,.....	112,875.49	113,736.54	120,203.47	119,352.42	121,319.83
	Total,.....	\$158,925,812.73	\$155,441,300.20	\$154,983,725.23	\$154,886,948.78	\$155,837,865.65

* Projected road.

† See C. N. E. Ry. Co.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TOTAL GROSS EARNINGS.				
		1898.	1899.	1900.	1901.	1902.
1	Boston & New York Air Line,*	*	*	*	*	*
2	Central New England.....	*	† \$303,794.81	\$704,093.72	\$711,758.86	\$593,965.43
3	Colchester,*	*	*	*	*	*
4	Danbury & Norwalk,*	*	*	*	*	*
5	Housatonic,*	*	*	*	*	*
6	Middletown, Meriden & Waterbury,	*	*	*	*	*
7	Naugatuck,*	*	*	*	*	*
8	New England.....	\$5,570,645.74	*	*	*	*
9	New Haven & Derby,*	*	*	*	*	*
10	New Haven & Northampton,*	*	*	*	*	*
11	New London Northern.....	838,531.76	829,470.23	979,515.49	902,087.45	992,546.67
12	New York, New Haven & Hartford,	30,323,737.55	37,143,917.07	40,325,151.88	40,132,311.37	43,521,087.11
13	Norwich & Worcester,§	\$	*	*	*	*
14	Phila. Reading & New England,	681,610.83	373,411.75	††	††	††
15	Ridgefield & New York,	†	†	†	†	†
16	Shepaug, Litchfield & Northern,	66,834.69	*	*	*	*
17	Shore Line*.....	*	*	*	*	*
18	South Manchester,.....	13,384.53	13,138.41	16,190.27	15,748.58	18,049.49
	Total,.....	\$37,493,745.10	\$38,663,732.27	\$42,024,951.36	\$41,761,906.26	\$45,125,648.70

* Included in N. Y., N. H. & H. R. R. Co.

§ Included in N. E. R. R. Co.

¶ Projected road.

† From January 22, 1899, to June 30, 1899.

†† Included in C. N. E. Ry.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	TOTAL OPERATING EXPENSES.				
		1898.	1899.	1900.	1901.	1902.
1	Boston & New York Air Line, *	*	*	*	*	*
2	Central New England, .....	.....	.....	.....	.....	.....
3	Colchester, *	.....	†\$216,945.65	\$557,176.15	\$535,103.34	\$436,249.45
4	Danbury & Norwalk, *	*	*	*	*	*
5	Housatonic, *	*	*	*	*	*
6	Middletown, Meriden & Waterbury, .....	.....	.....	.....	.....	.....
7	Naugatuck, *	*	*	*	*	*
8	New England,	\$4,227,996.08	.....	.....	.....	.....
9	New Haven & Derby, *	*	*	*	*	*
10	New Haven & Northampton, *	*	*	*	*	*
11	New London Northern,	603,422.43	603,165.46	722,175.09	795,096.66	902,046.93
12	New York, New Haven & Hartford,	20,891,685.89	25,581,256.29	28,224,889.84	28,048,478.90	31,273,873.61
13	Norwich & Worcester,	\$	*	*	*	*
14	Phila., Reading & New England,	468,081.67	||254,994.64	††	††	††
15	Ridgefield & New York, ||	¶	¶	¶	¶	¶
16	Shepaug, Litchfield & Northern,	63,900.41	.....	*	*	*
17	Shore Line, *	*	*	*	*	*
18	South Manchester,	10,688.13	12,753.61	12,494.31	14,496.75	15,333.86
	Total,	\$26,265,774.61	\$23,669,115.65	\$29,517,485.39	\$29,393,175.65	\$32,627,503.85

* Projected road.
†† Included in C. N. E. Ry.

§ Included in N. E. R. R. Co.
† From January 22, 1899, to June 30, 1899.

* Included in N. Y., N. H. & H. R. R. Co.
|| From June 30, 1898, to January 22, 1899.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	INCOME FROM PASSENGERS.				
		1898.	1899.	1900.	1901.	1902.
1	Boston & New York Air Line, *	*	*	*	*	*
2	Central New England, .....	.....	.....	.....	.....	.....
3	Colchester *, .....	.....	.....	\$194,468.24	\$205,969.00	\$208,136.51
4	Danbury & Norwalk, *	*	*	*	*	*
5	Housatonic, *	*	*	*	*	*
6	Middletown, Meriden & Waterbury, .....	.....	.....	.....	.....	.....
7	Naugatuck, *	*	*	*	*	*
8	New England, .....	.....	.....	.....	.....	.....
9	New Haven & Derby, *	\$1,656,736.08	*	*	*	*
10	New Haven & Northampton, *	*	*	*	*	*
11	New London Northern, .....	.....	.....	.....	.....	.....
12	New York, New Haven & Hartford, .....	.....	.....	.....	.....	.....
13	Norwich & Worcester, .....	.....	.....	.....	.....	.....
14	Phila., Reading & New England, .....	.....	.....	.....	.....	.....
15	Ridgefield & New York, ¶	.....	.....	.....	.....	.....
16	Shepaug, Litchfield & Northern, .....	.....	.....	.....	.....	.....
17	Shore Line, *	*	*	*	*	*
18	South Manchester, .....	.....	.....	.....	.....	.....
	Total,	\$15,521,018.36	\$15,896,923.77	\$17,158,661.96	\$17,142,213.58	\$18,275,183.82

* Included in N. Y., N. H. & H. R. R. Co.

 § Included in N. E. R. R. Co.
 † From January 22, 1899, to June 30, 1899.

¶ From June 30, 1898, to January 22, 1899.

¶ Projected road.

†† Included in C. N. E. Ry.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	INCOME FROM FREIGHT.				
		1898.	1899.	1900.	1901.	1902.
1	Boston & New York Air Line,*	*	*	*	*	*
2	Central New England,.....	.....	.....	.....	.....	.....
3	Colchester,*	.....	.....	\$448,227.26	\$439,776.65	\$315,559.61
4	Danbury & Norwalk,*	.....	.....	*	*	*
5	Housatonic,*	.....	.....	*	*	*
6	Middletown, Meriden & Waterbury	.....	.....	*	*	*
7	Naugatuck,*	.....	.....	*	*	*
8	New England,.....	\$3,446,409.94	.....	*	*	*
9	New Haven & Derby,*	.....	.....	*	*	*
10	New Haven & Northampton,*	.....	.....	*	*	*
11	New London Northern,.....	536,605.43	537,564.59	718,888.10	653,539.06	741,498.16
12	New York, New Haven & Hartford,	13,585,359.63	17,739,008.10	19,450,996.90	19,117,043.46	21,018,284.05
13	Norwich & Worcester,	.....	.....	*	*	*
14	Phila., Reading & New England,.....	461,955.95	\$236,061.67	.....	.....	.....
15	Ridgefield & New York,||	.....	.....	.....	.....	.....
16	Shepaug, Litchfield & Northern,	39,874.56	.....	.....	.....	.....
17	Shore Line,*	.....	.....	.....	.....	.....
18	South Manchester,.....	9,249.05	8,914.68	11,938.77	11,440.79	13,607.58
	Total,.....	\$18,079,454.56	\$18,729,241.80	\$20,630,051.03	\$20,221,799.96	\$22,088,944.40

* Included in N. Y., N. H. & H. R. R. Co.
 From June 30, 1893, to January 23, 1899.

† Included in N. E. R. R. Co.
 ‡ From January 22, 1899, to June 30, 1899.

|| Projected road.
 ¶ Included in C. N. E. Ry.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	NUMBER OF PASSENGERS CARRIED.				
		1898.	1899.	1900.	1901.	1902.
1	Boston & New York Air Line,*	*	*	*	*	*
2	Central New England,	*	4219,851	568,254	587,684	590,569
3	Colchester,*	*	*	*	*	*
4	Danbury & Norwalk,*	*	*	*	*	*
5	Housatonic,*	*	*	*	*	*
6	Middletown, Meriden & Waterbury..	*	*	*	*	*
7	Naugatuck,*	*	*	*	*	*
8	New England,	*	*	*	*	*
9	New Haven & Derby,*	7,166,689	*	*	*	*
10	New Haven & Northampton,*	*	*	*	*	*
11	New London Northern,	605,716	613,286	592,148	503,932	516,149
12	New York, New Haven & Hartford,	41,464,748	49,035,411	52,096,916	53,051,460	58,838,131
13	Norwich & Worcester,	†	*	*	*	*
14	Phila., Reading & New England, ..	472,417	§805,839	¶	¶	¶
15	Ridgefield & New York,||	||	||	||	||	||
16	Shepaug, Litchfield & Northern,	33,742	*	*	*	*
17	Shore Line,*	92,136	95,081	95,099	92,631	100,372
18	South Manchester,	*	*	*	*	*
Total,		49,865,448	50,269,468	53,352,417	54,235,707	60,045,221

* Included in N. Y., N. H. & H. R. R. Co.

† Included in N. E. R. R. Co.

|| Projected road.

§ From June 30, 1898, to January 22, 1899.

¶ From January 22, 1899, to June 30, 1899.

¶ Included in C. N. E. Ry.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	Tons of Freight Carried.				
		1898.	1899.	1900.	1901.	1902.
1	Boston & New York Air Line, *	*	*	*	*	*
2	Central New England,	*	† 350,516	625,238	591,714	832,112
3	Colchester, *	*	*	*	*	*
4	Danbury & Norwalk, *	*	*	*	*	*
5	Housatonic, *	*	*	*	*	*
6	Middletown, Meriden & Waterbury,	*	*	*	*	*
7	Naugatuck, *	*	*	*	*	*
8	New England,	3,389,325	*	*	*	*
9	New Haven & Derby, *	*	*	*	*	*
10	New Haven & Northampton, *	*	*	*	*	*
11	New London & Northampton,	801,698	749,403	1,015,947	1,082,057	1,216,739
12	New York, New Haven & Hartford,	11,042,006	14,375,823	15,708,266	15,436,455	17,145,313
13	Norwich & Worcester,	†	*	*	*	*
14	Phila., Reading & New England,	687,878	§ 385,151	††	††	††
15	Ridgefield & New York, ||	||	||	||	||	||
16	Shepaug, Litchfield & Northern,	38,564	*	*	*	*
17	Shore Line, *	*	*	*	*	*
18	South Manchester,	33,213	30,749	44,008	41,767	45,348
	Total,	15,992,684	15,891,642	17,393,459	17,151,993	18,730,512

* Included in N. Y., N. H. & H. R. R. Co.
 † From June 30, 1898, to January 22, 1899.

† Included in N. E. R. R. Co.
 †† Included in C. N. E. Ry.

|| Projected road.

‡ From January 22, 1899, to June 30, 1899.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	AMOUNT PAID IN DIVIDENDS.				
		1898.	1899.	1900.	1901.	1902.
1	Boston & New York Air Line,.....	\$119,940.00	\$119,940.00	\$119,940.00	\$119,940.00	\$119,940.00
2	Central New England,.....					
3	Colchester,.....	30,000.00	30,000.00	30,000.00	30,000.00	30,000.00
4	Danbury & Norwalk,.....	26,349.00	26,358.00	26,358.00	26,394.00	26,394.00
5	Hartford & Connecticut Western,....					
6	Housatonic,.....					
7	Middletown, Meriden & Waterbury,...			1,170.00	1,000.00	1,000.00
8	Naugatuck,.....	200,000.00	200,000.00	200,000.00	200,000.00	200,000.00
9	New England,.....		150,000.00	150,000.00	150,000.00	150,000.00
10	New Haven & Derby,.....	17,880.00	17,880.00	17,880.00	17,880.00	17,880.00
11	New Haven & Northampton,.....	98,400.00	98,400.00	98,400.00	98,400.00	98,400.00
12	New London Northern,.....	135,000.00	135,000.00	135,000.00	135,000.00	135,000.00
13	New York, New Haven & Hartford, ..	3,809,816.00	4,158,688.00	4,231,278.00	4,294,738.00	4,296,568.00
14	Norwich & Worcester,.....	221,536.00	221,536.00	230,646.00	240,000.00	240,000.00
15	Ridgefield & New York,||					
16	Shore Line,.....					
17	South Manchester,.....					
	Total,.....	\$4,658,921.00	\$5,157,802.00	\$5,240,672.00	\$5,313,352.00	\$5,315,182.00

|| Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

Number.	RAILROADS.	AMOUNT PAID FOR INTEREST.				
		1898.	1899.	1900.	1901.	1902.
1	Boston & New York Air Line,	\$25,000.00	\$25,000.00	\$25,000.00	\$25,000.00	\$25,000.00
2	Central New England, .....	.....	.....	16,250.00	32,500.00	32,500.00
3	Colchester,	1,750 00	1,750 00	1,750.00	1,750.00	1,750.00
4	Danbury & Norwalk,	33,500.00	33,500.00	33,500.00	33,500.00	33,500.00
5	Hartford & Connecticut Western,	35,000.00	35,000.00	35,000.00	35,000.00	35,000.00
6	Housatonic,	149,000.00	.....	.....	.....	.....
7	Middletown, Meriden & Waterbury, .....	.....	.....	.....	.....	.....
8	Naugatuck,	6,000.00	6,000.00	6,000.00	6,000.00	6,000.00
9	New England,	1,349,525.00	970,000.00	970,000.00	970,000.00	970,000.00
10	New Haven & Derby,	73,300.00	73,300.00	73,300.00	28,750.00	28,750.00
11	New Haven & Northampton,	233,000.00	187,500.00	142,000.00	142,000.00	142,000.00
12	New London Northern,	68,120.00	68,120.00	68,120.00	68,120.00	68,120.00
13	New York, New Haven & Hartford,	222,829.15	324,230.55	286,950.00	283,950.00	274,950.00
14	Norwich & Worcester,	32,600.00	38,200.00	38,826.12	48,000.00	48,000.00
15	Ridgefield & New York, ||, .....	||	||	||	||	||
16	Shore Line, .....	.....	.....	.....	.....	.....
17	South Manchester, .....	.....	.....	.....	.....	.....
	Total,	\$2,229,624.15	\$1,762,600.55	\$1,696,696.12	\$1,674,570.00	\$1,665,570.00

|| Projected road.

COMPARATIVE STATEMENT FOR FIVE YEARS.

RAILROADS.		ACCIDENTS TO PASSENGERS IN CONNECTICUT.							
		1898.		1899.		1900.		1901.	
		Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.	Fatal.	Not Fatal.
Number.									
1	Boston & New York Air Line, *	*		*		*		*	
2	Central New England,								
3	Colchester, *,			*		*		*	
4	Danbury & Norwalk, *	*		*		*		*	
5	Hartford & Connecticut Western, †	†		†		†		†	
6	Housatonic, *	*		*		*		*	
7	Middletown, Meriden & Waterbury,			*		*		*	
8	Naugatuck, *	*		*		*		*	
9	New England,			*		*		*	
10	New Haven & Derby, *	4		*		*		*	
11	New Haven & Northampton, *	*		*		*		*	
12	New London Northern,	1							
13	New York, New Haven & Hartford,	3		8		1	20	9	22
14	Norwich & Worcester,			*		*		*	
15	Philadelphia, Reading & New England,	†		†		†		†	
16	Ridgefield & New York, †	3							
17	Shepaug, Litchfield & Northern,	1		*		*		*	
18	South Manchester,								
	Total,	12		8		1	20	10	32

* Included in N. Y., N. H. & H. R. R. Co.

† Included in C. N. E. R. R. Co.

‡ Included in New England R. R. Co.

§ Projected road.

SUMMARY OF TABLES REFERRING TO STEAM RAILROADS.

	1901.	1902.	INCREASE.	DECREASE.
Capital stock issued,	\$103,343,568.38	\$103,346,568.38	\$3,000.00	.....
Capital stock in Connecticut,	48,788,500.00	48,699,000.00	.....	\$89,500.00
Funded debt,	39,144,000.00	39,144,000.00	.....	.....
Current liabilities,	7,277,631.47	6,637,594.30	.....	640,040.17
Total stock and debt,	149,765,202.85	149,128,162.68	.....	637,040.17
Permanent investments,	154,886,948.78	155,827,865.65	940,916.87	.....
Gross earnings,	41,761,906.26	45,125,648.70	3,363,742.44	.....
Operating expenses,	29,393,175.65	32,627,503.35	3,234,327.70	.....
Net earnings,	12,368,730.61	12,498,145.35	129,414.74	.....
Paid for taxes,	2,465,421.35	2,480,526.12	15,104.77	.....
Paid for interest,	1,674,570.00	1,665,570.00	.....	9,000.00
Paid for dividends,	5,313,352.00	5,315,182.00	1,830.00	.....
Income from passengers,	17,142,215.58	18,275,183.82	1,132,968.24	.....
Income from freight,	20,221,799.96	22,088,944.40	1,867,144.44	.....
Paid for maintenance of way and structure,	5,737,333.58	6,376,651.87	639,318.29	.....
Paid for maintenance of equipment,	4,579,916.70	5,522,130.74	942,214.04	.....
	Miles.	Miles.	Miles.	Miles.
Total length of main line and branches,	2,311.08	2,311.08	.....	.....
Total of same in Connecticut,	1,013.35	1,013.35	.....	.....
Total length of sidings,	1,244.37	1,274.39	30.02	.....
Total of same in Connecticut,	483.75	489.90	6.15	.....
Total second, third, and fourth tracks,	809.45	812.39	2.94	.....
Total of same in Connecticut,	333.43	333.43	.....	.....
Run by passenger trains,	14,545,282	15,325,710	780,428	.....
Run by freight trains,	6,565,150	7,036,885	471,735	.....
Other trains,	6,356,558	7,045,926	689,368	.....
Total run by all trains,	27,466,990	29,408,521	1,941,531	.....
Passengers carried 1 mile,	966,516,413	1,042,017,553	75,501,150	.....
Freight carried 1 mile,	1,380,366,392	1,522,477,904	142,111,512	.....
Number of passengers carried,	54,235,707	60,045,221	5,809,514	.....
Number of tons of freight carried,	17,151,993	18,730,512	1,578,519	.....
Highway grade crossings in Connecticut,	985	981	.....	4
Number of men employed,	28,409	30,001	1,592	.....
Number of engines,	975	993	18	.....
Number of cars,	16,053	16,078	20	.....
Passengers injured — fatal, . . . . .	.....	1	1	.....
Passengers injured — not fatal,	10	32	22	.....
Employees injured — fatal,	20	35	15	.....
Employees injured — not fatal,	209	207	.....	2
Trespassers injured — fatal,	72	81	9	.....
Trespassers injured — not fatal,	75	45	.....	30
Others injured — fatal,	10	8	.....	2
Others injured — not fatal,	17	12	.....	5
Injured at grade crossings — fatal,	12	10	.....	2
Injured at grade crossings — not fatal,	13	14	1	.....

STREET RAILWAY TABLES.

TABLE No. 1.

Number.	STREET RAILWAYS.	From —	To —	Length of main tracks.	Length of sidings and turnouts.	Total computed as single tracks.	Motive power.	Capital authorized by charter.	Stock issued.	Bonds issued.
11	Branford Lighting & Water Co.	East Haven	Branford.	5.151	1.326	6.507	Elect. y.	\$500,000.00	\$200,000.00	\$300,000.00
2	Bristol & Plainville Tramway Co.	Bristol	Plainville, Forestville, New Britain, Waterbury, Derby.	7.337	.587	7.924	"	1,000,000.00	100,000.00	135,000.00
3	Conn. Railway & Lighting Co.	Bridgeport	Milford, Shelton, Saugatuck, Norwalk, and South Norwalk.				"			
4	Danbury & Bethel Street Ry Co.	Danbury	Bethel.	151.730	7.560	159.290	"	15,000,000.00	15,000,000.00	9,350,000.00
5	Danlison & Norwich St. Ry Co.	East Hartford	Road under construction.	10.637	1.096	11.733	"	323,000.00	320,000.00	200,000.00
6	E. Hfd. & Glas'by St. Ry Co. ¹	New Haven		9.735	.447	10.202	"	50,000.00		200,000.00
7	Fair Haven & Westville R.R. Co.		Glastonbury, Westv., M'towe., E. Hav., F. Hav., Mt. Carmel.	68.475	2.753	71.228	"	5,000,000.00	3,000,000.00	1,133,000.00
8	Farmington Street Ry Co.	West Hartford	Unionville.	9.700	1.160	10.860	"	189,000.00	189,000.00	
9	Greenwich Tramway Co.	E. Portchester	Mianus.	5.568	.189	5.757	"	600,000.00	125,000.00	150,000.00
10	Hfd., Man. & Rockv'e Tram. Co.	Burnside	Manchester, Rockville.	16.897	.440	17.337	"	500,000.00	300,000.00	200,000.00
11	Hartford & Springfield St. Ry. Co.	East Windsor	Mass. State Line.	13.000	.473	13.473	"	500,000.00	400,000.00	400,000.00
12	Hartford Street Railway Co.	Hartford	Wethers'd. W. Hfd., Rainb., Elmwood, E. Windsor Hill, E. Hfd., Newington.	75.081	2.385	77.466	"	2,000,000.00	1,000,000.00	2,500,000.00
13	Manufacturers' Railroad Co. ²	New Haven	Newington.	1.364		1.364	"	20,000.00	20,000.00	
14	Meriden Electric Railroad Co.	Meriden	Wallingford.	18.100	1.400	19.500	"	1,000,000.00	1,000,000.00	500,000.00
15	Mer. Southington & Com. T. Co.	Meriden	Compoone.	11.642	.693	12.335	"	500,000.00	200,000.00	175,000.00
16	Middletown Street Railway Co.	Middletown	Portland.	9.050	.875	9.925	"	200,000.00	135,000.00	150,000.00
17	Montrville Street Ry Co.	Norwich	New London.	10.463	.304	10.667	"	300,000.00	250,000.00	250,000.00
18	Newington Tramway Co. ³								8.00	
19	New London Street Railway Co.	New London	Baltic, Yantic, T'sville, Laurel Hill.	7.581	.492	8.073	"	500,000.00	250,000.00	140,000.00
20	Norwich Street Railway Co.	Norwich	North Grosvenordale.	17.004	.650	17.654	"	600,000.00	250,000.00	350,000.00
21	Peoples' Tramway Co.	Danlison	Manchester.	15.939	.500	16.439	"	400,000.00	400,000.00	600,000.00
22	So. Man. L't. Power & Tram. Co.	So. Manchester	Road under construction.	.795		.795	"	100,000.00	10,000.00	
23	Somers & Enfield Electric Ry Co.						"	200,000.00	50,000.00	
24	Stamford Street Railway Co.	Stamford	Mass. State Line.	12.490	.300	12.690	"	300,000.00	92,340.00	75,000.00
25	Suffield Street Railway Co.	Suffield Center	Winsted.	4.706	.208	4.914	"	300,000.00	50,000.00	
26	Torngton & Winchester St. Ry Co.	Torrington	Woodmont.	12.559	.471	13.030	"	1,000,000.00	200,000.00	150,000.00
27	The West Shore Railway Co. ⁴	Savin Rock	West Haven.	4.370	.120	4.490	"	200,000.00	80,000.00	30,000.00
28	Winchester Avenue R. Co. ⁵	New Haven	Road under construction.	18.070	1.880	19.950	"	1,000,000.00	800,000.00	500,000.00
29	Worcester & Comm. East'n Ry Co.							50,000.00	50,000.00	
	Total.			517.454	26.079	543.533		\$32,232,000.00	\$23,571,348.00	\$17,458,000.00

TABLE No. 1. — EXPLANATIONS.

Operated by Hartford Street Railway Co. ² Business of this company consists of moving freight cars of steam railroads in New Haven to and from manufacturing concerns. ³ Operated by Hartford Street Railway Company and Connecticut Railway and Lighting Company. ⁴ Operated by Hartford, Manchester & Rockville Tramway Company. ⁵ Operated by Fair Haven & Westville Railroad Company. ⁶ Operated by Fair Haven & Westville Railroad Company.

INCREASE IN MILEAGE.

	Main track.
Braunford Lighting & Water Company (new),	5.151
Danbury & Bethel Street Railway Company,	.4051
Fair Haven & Westville Railroad Company,	.455
Greenwich Tramway Company (new),	5.563
Hartford & Springfield Street Railway Company,	4.640
Hartford Street Railway Company,	1.096
Sufield Street Railway Company (new),	4.706
West Shore Railway Company,*	4.370
Total increase,	25.037 miles.

DECREASE IN MILEAGE.

Connecticut Railway & Lighting Company,	.452
Meriden, Southington & Compounce Tramway Company,	.358
Total decrease,	.810
Net increase,	25.227 miles.

There has been an increase in sidings of 2.471 miles.

* This road neglected to report last year and consequently the mileage for same did not appear in table. There has been, however, no increase in the mileage of the road during the year.

TABLE No. 2.

Number.	STREET RAILWAYS.	Floating indebtedness.	Capital stock, bonds, and floating debt per mile of road operated, including sidings.	Cost construction.	Cost equipment.	Cost of construction and equipment per mile of road owned.	Cost of construction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.
1	Branford Ltg. & Wat. Co.		53,788.22	\$352,850.65	No equmt.	\$68,501.38	\$68,501.38	\$92,893.20	\$6,371.14	\$1.18	\$11,645.88	\$0.065	\$21,187.32
2	Brist. & Plain. Tram. Co.		23,940.41	239,244.96	\$94,461.22	37,306.43	32,009.34	41,316.91	5,631.54	.195	31,850.55	.15	9,406.36
3	Conn. Ry. & Ltg. Co.	200,000.00	154,507.78	241,523.39	161,635.35	37,306.43	32,009.34	1,106,868.35	7,396.46	.2147	668,454.34	.139	438,414.01
4	Dan. & Bethel St. Ry. Co.	21,500.00	46,151.87	423,084.55	137,338.17	51,746.05	33,703.21	77,780.13	7,313.22	.2235	56,548.13	.163	21,262.00
5	Dan. & N. St. Ry. Co.			under construction.									
6	E. H. & Gast. St. Ry. Co.			200,000.00		20,502.30							
7	Fair Hav. & West. R. R.	840,000.00	58,021.03	3,744,232.75	397,775.58	64,080.29	64,080.29	980,171.18	10,201.93	1.908	637,786.79	.192	353,384.45
8	Farmington St. Ry. Co.		17,500.00	107,041.82	69,410.43	16,140.43	11,035.24	36,004.84	3,711.83	.734	3,967.83	.175	1,007.03
9	Greenwich Tram. Co.	133,117.26	27,416.53	323,775.11	66,698.05	11,934.16	59,945.24	23,259.75	1,174.39	.1796	15,142.90	.1130	8,117.46
10	H. M. & R. Tram. Co.	7,000.00	69,416.81	390,749.64	175,678.52	33,532.41	23,125.38	130,903.01	7,104.08	.2772	104,987.57	.222	26,065.44
11	Hart. & Spr. Rd. St. Ry.	20,000.00	60,802.46	532,488.57	62,739.23	62,739.23	41,007.09	14,709.12	3,430.18	.1536	36,982.35	.1271	7,727.07
12	Hartford St. Ry. Co.		37,237.34	2,738,581.05	872,517.15	48,096.03	30,329.50	750,158.37	8,610.95	.162	336,850.31	.125	243,677.86
13	Man. & F. R. R. Co.	13,000.00	24,143.93	28,258.00	8,810.31	20,717.01	20,717.01	8,152.63	6,410.88		3,864.45		4,888.20
14	Meriden Elec. R. R. Co.	161,400.00	1,639,790.96	6,378,912.98	52,182.00	93,213.42	90,430.44	138,532.88	7,654.86	.2011	89,257.17	.1395	49,295.71
15	M. S. & Comp. Tram.	4,375.00	29,298.73	975,570.89	32,352.32	30,480.81	40,113.81	4,435.46	2,135	.2135	27,787.77	.1479	12,326.04
16	Middletown St. Ry. Co.	5,800.00	46,873.53	432,150.13	78,944.26	48,847.78	41,302.69	89,700.88	8,578.88	.3923	47,809.28	.2089	41,951.60
17	Montville St. Ry. Co.												
18	Newington Tram. Co.												
19	New London St. Ry.		48,300.18	240,944.86	168,259.20	53,977.59	31,782.73	70,167.99	9,825.32	.2885	40,780.70	.1073	29,437.29
20	Norwich St. Ry. Co.	38,000.00	36,139.12	554,587.27	121,464.75	39,758.41	22,615.11	109,814.99	6,458.20	.2736	66,661.19	.1061	43,153.80
21	People's Tram. Co.	26,516.96	62,444.00	1,025,000.00	64,307.07	64,307.07	60,032.00	60,032.00	3,760.36	.1560	44,648.29	.2801	15,383.71
22	S. Man. & R. & Tram.		12,578.62	11,891.69	No equmt.	14,870.05	under construction.						
23	Som. & Elm. Elec. Ry. Co.			50,000.00									
24	Stamford St. R. R. Co.	143,016.78	21,439.88	323,724.28	36,500.11	28,873.05	25,922.86	63,983.45	5,122.70	.1665	40,210.58	.1046	23,773.07
25	Union Street Ry. Co.	23,414.16	14,939.88	61,908.93	10,511.65	15,288.08	13,155.31	4,596.10	976.65	.0880	3,408.06	.0660	1,128.04
26	Torr. & Winch. St. Ry.	34,490.00	29,508.06	353,133.47	45,322.87	31,736.75	25,117.96	47,215.03	3,759.46	.2020	25,079.64	.1096	22,135.39
27	The West Shore Ry. Co.		21,498.66	102,651.36	8,091.47	25,341.15	23,490.00						
28	Winchester Ave. R. R.	196,784.15	61,243.21	773,189.41	436,557.05	66,947.81	34,455.85						
29	Worc. & C. Elm. Ry. Co.			under construction.									
Total.		\$1,999,914.34	215.98	30,854,101.71	2,924,054.00	82,670.45	70,419.45	3,937,771.46	6,957.77	.2032	2,550,236.69	.1316	1,387,534.77

1 Including gas and electric properties.

2 Including gas and electric plants and equipment.

3 Operated by Hartford Street Railway Company.

4 Business of this road consists of moving freight cars of steam railroads in New Haven to and from manufacturing concerns.

5 Includes equipment.

6 Operated by Hartford St. Ry. Co. and Conn. Railway & Lighting Co. 7 Amount paid to contractors; road under construction.

8 Operated by Hartford, Manchester & Rockville Tram. Co. 9 Operated by Fair Haven & Westville Railroad Co. 10 Operated by Fair Haven & Westville Railroad Co. 11 The Winchester Ave. R. R. was operated during the year under a traffic agreement with the Fair Haven & Westville R. R. Co. under which the former road received \$97,345.57, being 27.15 per cent. of the gross income, viz.: \$358,547.23.

TABLE 3.

Number.	STREET RAILWAYS.										ACCIDENTS.	
	Net earnings per mile operated.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile owned.	Bonds issued per mile of road owned.	Miles run.	Passengers carried.	No. of paying passengers.	No. of employees.	Killed.	Injured.
1	\$4,113.24	\$.118	\$6,875.00	\$1,711.45	\$38,927.41	\$20,120.56 ²	212,335	662,765	127,482	2		
2	1,290.22	.050	6,930.00	1,637.00	13,630.10	18,400.61	212,335	845,980	144,247	35		
3	2,859.62	.0850	429,246.59	88,337.98	98,967.33	61,626.68	5,151,937	26,455,490	114,897	2	87	
4	1,946.05	.061	9,600.00	2,685.00	30,083.87	18,892.29	347,889	1,895,155	134,584	45	18	
5												
6	E. Hrd. & Glastonbury St. Ry. Co., ³											
7	Fair Haven & Westville R. R. Co.,											
8	Farmington St. Ry. Co.,											
9	Greenwich Trmway Co.,											
10	Hrd. Manchester & Rockville Trm. Co.,											
11	Hartford & Springfield St. Ry. Co.,											
12	Hartford St. Ry. Co.,											
13	Manufacturers R. R. Co., ⁴											
14	Meriden Elec. R. R.,											
15	Mer. South ton & Comp. Trm. Co.,											
16	Middletown St. Ry. Co.,											
17	Monville St. Ry. Co.,											
18	Newington Trm. Co., ⁵											
19	New London St. Ry. Co.,											
20	Norwich St. Ry. Co.,											
21	People's Trm. Co.,											
22	So. Man. L. Power & Trm. Co., ⁶											
23	Somers & Enfield Elec. Ry. Co.,											
24	Stamford St. R. R. Co.,											
25	Suffield St. Ry. Co.											
26	Torrington & Winchester St. Ry. Co.,											
27	The West Shore Ry. Co., ⁷											
28	Winchester Ave. R. R. Co., ⁷											
29	Worcester & Conn. Eastern Ry. Co.,											
	Total,	.0716	297,850.00	782,740.33	45,552.35 45,262.47	33,790.24	19,375,730	91,554,028	161,769	2,903	15	277

¹ Including gas and electric properties.² Included in report of Fair Haven & Westville R. R. Co.³ Operated by Hartford St. Ry. Co. and Conn. Ry. & Lighting Co.⁴ Operated by Hartford St. Ry. Co. and Conn. Ry. & Lighting Co.⁵ Operated by Fair Haven & Westville R. R. Co.⁶ Operated by Fair Haven & Westville R. R. Co.⁷ Operated by Fair Haven & Westville R. R. Co.⁸ Computed on \$23,571,248.00 capital stock issued as appears in Table 1.⁹ Computed on \$23,421,218.00, having deducted \$150,000.00 from amount shown in Table 1.

For the reason that, while the Danabson & Norwich St. Ry. Co., the Somers & Enfield Electric Ry. Co., and the Worcester & Conn. Eastern Ry. Co. each show an issue of \$50,000 capital stock, the roads are under construction and report no mileage.

⁴ Business of this company consists of moving freight cars of steam railroads in New Haven to and from manufacturing concerns.⁵ Operated by Hartford St. Ry. Co. and Conn. Ry. & Lighting Co.⁶ Operated by Hartford St. Ry. Co. and Conn. Ry. & Lighting Co.⁷ Operated by Fair Haven & Westville R. R. Co.⁸ Computed on \$23,571,248.00 capital stock issued as appears in Table 1.⁹ Computed on \$23,421,218.00, having deducted \$150,000.00 from amount shown in Table 1.

For the reason that, while the Danabson & Norwich St. Ry. Co., the Somers & Enfield Electric Ry. Co., and the Worcester & Conn. Eastern Ry. Co. each show an issue of \$50,000 capital stock, the roads are under construction and report no mileage.

SUMMARY OF TABLES REFERRING TO STREET RAILWAYS.

	1901	1902	Increase.	Decrease.
Capital stock issued,	\$8,137,948.00	\$23,571,248.00	\$15,433,300.00	.....
Bonds issued,	6,908,000.00	17,488,000.00	10,580,000.00	.....
Floating indebtedness,	822,593.74	1,929,914.34	1,107,320.60	.....
Cost of construction and equipment, .	15,816,288.52	42,778,156.31	26,961,867.79	.....
Gross earnings,	3,629,783.62	3,937,771.46	307,987.84	.....
Operating expenses,	2,298,063.88	2,550,236.69	252,172.81	.....
Net earnings,	1,332,976.75	1,387,534.77	54,558.02	.....
Dividends,	283,300.00	297,850.00	14,550.00	.....
Interest paid,	645,100.74	782,740.33	137,639.59	.....
Taxes paid State,	186,094.78	244,768.88	58,674.10	.....
	Miles.	Miles.	Increase.	Decrease.
Length of road exclusive of sidings, .	492.227	517.454	25.227	.....
" " " including sidings, . .	515.835	543.533	27.698	.....
Miles run,	18,138,124	19,375,730	1,237,606	.....
Passengers carried,	78,222,462	91,554,028	13,331,566	.....
Number of employees,	3,190	2,903	.....	287
Number of persons injured fatally, .	15	14	.....	1
" " " not fatally,	240	277	37	.....

Names of Railroad Commissioners, Commencement of Term, and Residence.

Zaccheus W. Bissell,*	Sharon,	1853	
Moses B. Harvey,*	Stafford,	1853	
John Sewart,*	Chatham,	1853	resigned.
James N. Palmer,*	New Haven,	1854	to fill vacancy.
John Gould,*	Fairfield,	1854	
John S. Jewett,*	Sharon,	1855	
Henry Hammond,*	Killingly,	1856	
Patten Fitch,*	Bolton,	1857	
John Gould,*	Fairfield,	1858	
George D. Wadhams,*	Torrington,	1859	
Henry Hammond,*	Killingly,	1860	
Joseph W. Dudley,*	Madison,	1861	
John J. Jacques,*	Waterbury,	1862	to fill vacancy.
Abel Scranton,*	Madison,	1862	
Samuel Fitch,*	Stafford,	1863	
Abel Scranton,*	Madison,	1864	
William A. Cummings,*	Darien,	1865	
Samuel Fitch,*	Stafford,	1866	
Albert Austin,*	Suffield,	1867	
James Pike,*	Sterling,	1868	
Charles H. Denison,	Stonington,	1869	resigned.
Simeon Gallup,	Groton,	1870	to fill vacancy.
John I. Hutchinson,	Essex,	1870	
James Pike,*	Sterling,	1871	resigned.
Simeon Gallup,	Groton,	1872	to fill vacancy.
Andrew Northrop,*	Brookfield,	1872	
Charles W. Scott,*	Sprague,	1873	to fill vacancy.
George W. Arnold,*	Haddam,	1873	
George M. Woodruff,	Litchfield,	1874	
Minott A. Osborn,*	New Haven,	1875	
George W. Arnold,*	Haddam,	1876	
George M. Woodruff,	Litchfield,	1877	
John W. Bacon,	Danbury,	1877	to fill vacancy.
John W. Bacon,	Daubury,	1878	
Francis A. Walker,*	New Haven,	1879	resigned Nov.
William H. Hayward,	Colchester,	1880	to fill vacancy.
George M. Woodruff,	Litchfield,	1880	
John W. Bacon,	Danbury,	1881	
William H. Hayward,	Colchester,	1882	
George M. Woodruff,	Litchfield,	1883	
John W. Bacon,	Danbury,	1884	
William H. Hayward,	Colchester,	1885	
George M. Woodruff,	Litchfield,	1886	
William O. Seymour,	Ridgefield,	1887	
George M. Woodruff,	Litchfield,	1889	
William H. Hayward,	Colchester,	1889	
William O. Seymour,	Ridgefield,	1891	
George M. Woodruff,	Litchfield,	1893	
Alex. C. Robertson,	Montville,	1893	
William O. Seymour,	Ridgefield,	1895	
Orsamus R. Fyler,	Torrington,	1897	
Washington F. Willcox,	Chester,	1897	
William O. Seymour,	Ridgefield,	1899	
Orsamus R. Fyler,	Torrington,	1901	
Washington F. Willcox,	Chester,	1901	

Clerk,.....HENRY F. BILLINGS,

HARTFORD, CONN.

OFFICE, Nos. 41 and 43 State Capitol, Hartford.

* Deceased.

CONTENTS OF TABLES.

STEAM RAILROADS.

- 1 Names of roads and branches.
- 2 Date when chartered.
- 3 " " opened for use.
- 4 Location of road.
- 5 Length of main line and branches.
- 6 " " double track.
- 7 " " third track.
- 8 " " fourth track.
- 9 " " sidings.
- 10 " " road, single track, miles.

CAPITAL STOCK.

- 11 Total amount authorized.
- 12 " " issued for cash.
- 13 " " " bonds.
- 14 " " " stocks of other corporations.
- 15 " " " undivided earnings.
- 16 " " " increased valuation.
- 17 " " otherwise issued.
- 18 " " " "
- 19 " " " per last report.
- 20 " " " " mile of road.
- 21 " " held in Connecticut.
- 22 " " " " per last report.
- 23 " number of stockholders in Connecticut.
- 24 " " " " per last report.

DEBT.

- 25 Amount of funded debt.
- 26 Current liabilities.
- 27 Total debt.
- 28 " " per last report.
- 29 Funded debt per mile of road.
- 30 Total stock and debt.

PROPERTY ACCOUNT.

- 31 Cost of road.
- 32 " equipment.
- 33 Bonds and stocks.
- 34 Other permanent investments.
- 35 Cash and current assets.
- 36 Other assets.
- 37 Total.
- 38 Cost of road per mile.

GROSS EARNINGS.

- 39 Total.
- 40 " per last report.
- 41 " " mile of road operated.
- 42 " " " run.

NET EARNINGS.

- 43 Total.
- 44 " per last report.
- 45 " " mile of road operated.
- 46 " " " run.

DIVIDENDS.

- 47 Total amount paid.
- 48 " " " per last report.
- 49 Capital stock on which dividends were paid.
- 50 " " " no dividends were paid.
- 51 Paid for taxes.
- 52 " interest.
- 53 " insurance.

OPERATING EXPENSES.

- 54 Maintenance of way and structures.
- 55 " " equipment.
- 56 Conducting transportation.
- 57 General expenses.
- 58 Total.
- 59 " miles operated.
- 60 " per mile of road operated.
- 61 " " " run.

MAINTENANCE OF WAY AND STRUCTURES.

- 62 Repairs of roadway.
- 63 Renewals of rails.
- 64 " " ties.

65	Repairs and renewals of bridges and culverts.
66	“ “ “ “ fences, road-crossings, signs, and cattle- guards.
67	“ “ “ “ buildings and fixtures.
68	“ “ “ “ docks and wharves.
69	“ “ “ “ telegraph.
70	Stationery and printing.
71	Other expenses.
72	Total.
73	Per mile of road operated.
74	“ “ run.

MAINTENANCE OF EQUIPMENT.

75	Superintendence.
76	Repairs and renewals of locomotives.
77	“ “ “ passenger cars.
78	“ “ “ freight cars.
79	“ “ “ work cars.
80	“ “ “ marine equipment.
81	“ “ “ shop machinery and tools.
82	Stationery and printing.
83	Other expenses.
84	Total.
85	Per mile of road operated.
86	“ “ run.

CONDUCTING TRANSPORTATION.

87	Superintendence.
88	Engine and roundhouse men.
89	Fuel for locomotives.
90	Water supply for locomotives.
91	Oils, tallow, and waste for locomotives.
92	Other supplies for locomotives.
93	Train service.
94	Train supplies and expenses.
95	Switchmen, flagmen, and watchmen.
96	Telegraph expenses.
97	Station service.
98	“ supplies.
99	Switching charges balance.
100	Car mileage balance.
101	Hire of equipment.
102	Loss and damage.
103	Injuries to persons.
104	Clearing wrecks.
105	Operating marine equipment.
106	Advertising.
107	Outside agencies.

- 108 Commissions.
- 109 Stock yards and elevators.
- 110 Rents for tracks, yards, and terminals.
- 111 " of buildings and other property.
- 112 Stationery and printing.
- 113 Other expenses.
- 114 Total.

GENERAL EXPENSES.

- 115 Salaries of general officers.
- 116 " clerks and attendants.
- 117 General office expenses and supplies.
- 118 Insurance.
- 119 Law expenses.
- 120 Stationery and printing (general offices).
- 121 Other expenses.
- 122 Total.

PASSENGER TRAFFIC.

- 123 Number of passengers carried.
- 124 " " per last report.
- 125 " " one mile.
- 126 Average distance carried.
- 127 Total passenger revenue.
- 128 Average amount received from each passenger.
- 129 Average receipts per passenger per mile.
- 130 Passenger earnings per mile of road.
- 131 " " " train mile.

FREIGHT TRAFFIC.

- 132 Tons of freight carried.
- 133 " " per last report.
- 134 " " one mile.
- 135 Average distance haul of one ton.
- 136 Total freight revenue.
- 137 Average amount received for each ton of freight
- 138 " receipts per ton per mile.
- 139 Freight earnings per mile of road.
- 140 " " " train mile.

FUEL FOR LOCOMOTIVES.

- 141 Number of tons of coal.
- 142 Average cost per ton.
- 143 Number of cords of wood.
- 144 Average cost per cord.
- 145 Total tons of fuel consumed.
- 146 " miles run.
- 147 Average pounds consumed per mile run.

MILEAGE AND EMPLOYEES.

148	Miles run by passenger trains earning revenue.
149	“ “ freight “ “ “
150	“ “ other “ “ “
151	Total.
152	“ per last report.
153	Number employees, including officers.
154	“ “ “ “ per last report.

EQUIPMENT.

155	Number of locomotives.
156	“ “ with train brake.
157	“ cars in passenger service.
158	“ freight and other cars.
159	Total.
160	“ per last report.
161	Passenger cars with train brake.
162	Freight “ “ “ “
163	Passenger cars with automatic couplers.
164	Freight “ “ “ “

STATIONS.

165	On main line and branches.
166	In Connecticut.
167	Average number of miles for each station in Connecticut.

RAILS.

168	Miles of steel.
169	“ iron.
170	Number of new ties laid during the year.

HIGHWAY CROSSINGS IN CONNECTICUT.

171	At grade.
172	“ per last report.

GENERAL PERCENTAGE.

173	Gross earnings to capital and debt.
174	Net “ “ “ “
175	“ “ “ permanent investments.
176	“ “ “ gross earnings.
177	Operating expenses to gross earnings.
178	Passenger revenue “ “
179	Freight “ “ “

ACCIDENTS IN CONNECTICUT.

180	Passengers.
181	Employees.
182	Trespassers.
183	Others.
184	Total.
185	Fatal.
186	Not Fatal.
187	At highway crossings — fatally.
188	“ “ — not fatally.
189	Employees injured by falling from trains or engines.
190	“ “ “ coupling or uncoupling.
191	“ “ “ overhead obstruction.
192	“ “ “ other causes.
193	“ “ fatally.
194	“ “ not fatally.
195	Passengers “ fatally.
196	“ “ not fatally.
197	Trespassers “ fatally.
198	“ “ not fatally.
199	Others “ fatally.
200	“ “ not fatally.

STREET RAILWAY TABLES.

Table No. 1,	page 114.
“ “ 2,	“ 116.
“ “ 3,	“ 117.
“ summary of,	“ 118.

RAILROAD RETURNS.

BOSTON & NEW YORK AIR LINE R. R. CO.

History.

Name of common carrier making this report: Boston & New York Air Line Railroad Company.

Date of organization: June 8, 1875.

Under laws of what Government, State, or Territory organized: Laws of the State of Connecticut. Special Laws of Conn., vol. 7, p. 835; vol. 8, pp. 17, 288; vol. ix, p. 1009. Conn. Special Acts, 1875, p. 178; 1879, p. 137.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized: Originally The New Haven, Middletown & Willimantic Railroad Company. Special Laws of Conn., vol. 6, pp. 286, 329, 462, 571, 613, 652, 794, 807. Special Laws of Conn., vol. 7, pp. 2, 31, 145, 273, 543, 554, 555, 767. United States Statutes at Large, vol. 15, p. 272. Special Acts of Conn., 1872, p. 190; 1874, p. 271. Conn. Public Acts, 1874, chapter 64. General Statutes of Connecticut, sec. 3820.

What carrier operates the road of this company: The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
THOMAS L. WATSON,	Bridgeport, Conn.,	1st Tuesday June, 1903.
WILLIAM E. BARNETT,	New Haven, “	“ “
GEORGE J. BRUSH,	“ “	“ “
ARTHUR D. OSBORNE,	“ “	“ “
LEVERETT BRAINARD,	Hartford, “	“ “
O. VINCENT COFFIN,	Middletown, “	“ “
JOHN M. HALL,	New Haven, “	“ “
WILLIAM L. SQUIRE,	“ “	“ “
JUSTUS S. HOTCHKISS,	“ “	“ “

Total number of stockholders at date of last election:

Stockholders.	Stockholders.	Shares.
Common, 186	In Conn., Common, 124	Stock held in Conn., Common, 7,199
Preferred, 424	Preferred, 303	Preferred, 25,918
610	427	33,117

Date of last meeting of stockholders for election of directors: June 3, 1902.

Post-office address of General Office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: W. L. Squire, Treasurer, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	JOHN M. HALL,	New Haven, Conn.
Vice-President,	GEORGE J. BRUSH,	" "
Secretary,	W. L. SQUIRE,	" "
Treasurer,	W. L. SQUIRE,	" "

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 157):

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From—	To—			
Boston & New York Air Line R. R. Co.	New Haven.	Willimantic.	New York, New Haven & Hartford R. R. Co.	Lease.	51.50

Property Leased, or Otherwise Controlled for Operation.

The Boston & New York Air Line Railroad was leased to the New York, New Haven & Hartford Railroad Company for 99 years from Oct. 1, 1882, at an annual rental of \$120,000 and interest on its bonds and the bonds of the Colchester Railway Company, the road of the latter company being leased to the Boston & New York Air Line Railroad Company, and included in the lease of the Boston & New York Air Line Railroad to the New York, New Haven & Hartford Railroad Company.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	10,000	\$100.00	\$1,000,000.00	\$898,800.00	None.	.....
Scrip,	.....	.....	.....	10,668.38	.....	.....
Preferred,	30,000	100.00	3,000,000.00	2,998,500.00	4 per ct.	\$119,940
Total,	40,000	.....	\$4,000,000.00	\$3,907,968.38	.....	\$119,940

Capital Stock.—Continued.

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Conversion of First Mortgage Bonds of the New Haven, Middletown & Willimantic Railroad Company, preferred,	29,985	\$2,998,500.00
Common stock issued for redeemed and unpaid Coupons from Bonds converted and in satis- faction of legal and equitable claims against the New Haven, Middletown & Willimantic Railroad Company,	8,988	898,800.00
Scrip, . . . . .	.....	10,668.38
Total,	38,973	\$3,907,968.38

Common stock issued for scrip during year ending June 30, 1902, two shares.

Funded Debt.

Class of Bonds or Obligation.	TIME.		Amount Authorized.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
First mortgage,	1880	1905	\$500,000.00	\$500,000.00	\$500,000.00	\$500,000.00

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5 per cent.	February and August.	\$25,000.00	\$25,000.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mtge. Bds. (p. 155),	\$500,000.00	\$500,000.00	\$25,000.00	\$25,000.00

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1902.
Current Liabilities, . . . \$463.28	Loans and Bills payable, . . \$463.28

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 154),	\$3,907,968.38	\$3,907,968.38	51.50	\$75,883.00
Bonds (p. 155), . . .	500,000.00	500,000.00	51.50	9,709.00
Total,	\$4,407,968.38	\$4,407,968.38	....	\$85,592

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1901.	Total Cost to June 30, 1902.	Cost Per Mile.
Total Construction,	\$4,488,525.33	\$4,488,525.33	\$87,155.83
Total Equipment,	129,931.94	129,931.94	2,522.95
Grand Total Construction, Equip- ment, etc.,	\$4,618,457.27	\$4,618,457.27	\$89,678.78

Income Account.

Income from lease of road,		\$146,690.00
Dividends on stocks owned (p. 157),	\$2,505.75	
Interest on bonds owned (p. 158),	240.35	
Miscellaneous income, less expenses,	272.53	
Income from other sources,		3,018.63
Total income,		\$149,708.63
Deductions from income:		
Salaries and maintenance of organization,	\$60.00	
Interest on funded debt accrued (p. 155),	25,000.00	
Interest on interest-bearing current liabilities accrued, not otherwise provided for,	254.55	
Rents paid for lease of road (p. 158),	1,750.00	
Total deductions from income,		27,064.55
Net income,		\$122,644.08
Dividends, 4 per cent. preferred stock (p. 154),		119,940.00
Surplus from operations of year ending June 30, 1902,		2,704.08
Surplus on June 30, 1901 [from "General Balance Sheet," 1901 Report],		239,335.99
Additions for year,		2,704.08
Surplus on June 30, 1902 [for entry on "General Balance Sheet," p. 159],		242,040.07

Stocks Owned.*a.* Railway Stocks:

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
771 shares Penn. R. R. Co., par value \$50,	\$38,550.00	6%	\$2,505.75	\$40,879.50

Bonds Owned.*a.* Railway Bonds:

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
E. & T. H. R. R. Co.,	\$2,000.00	5%	\$100.00	\$2,150.00

b. Other Bonds:

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
Town of Muskegon, Mich., .	\$4,000.00	6%	} \$140.35	\$1,776.63
Town of Muskegon, Mich., .	5,000.00	5%		
Total,	\$9,000.00	.....	\$140.35	\$1,776.63
Grand Total— <i>a</i> and <i>b</i> , . . .	\$11,000.00	.....	\$240.35	\$3,926.63

Rentals Received.

None.

Miscellaneous Income.

Item.	Gross Income.	Less Expenses.	Net Miscellaneous Income.
Rent on Middletown property, . . .	\$99.04	\$3.41	\$95.63
Received for "Rights" on Penn. R. R. stock,	281 90	.....	281.90
Deduct for loss on stocks sold, . . .	.....	105.00	105.00
Total,	\$380.94	\$108 41	\$272.53

Rentals Paid.

Rents paid for lease of road:

Name of Road.	Interest on Bonds Guaranteed.	Total.
Colchester Railway,	\$1,750.00	\$1,750.00

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Increase Year ending June 30, 1902.	Decrease Year ending June 30, 1902.
\$4,488,525.33	Cost of Road (p. 156), . . .	\$4,488,525.33	.....	.....
129,931.94	Cost of Equipment (p. 156), . .	129,931.94	.....	.....
37,119.50	Stocks owned (p. 157), . . .	40,879.50	\$3,760.00	.....
4,277.50	Bonds owned (p. 157), . . .	3,926.63	.....	\$350.87
241.77	Cash and current assets, . . .	.....	.....	241.77
\$4,660,096.04	Grand Total, . . .	\$4,663,263.40	\$3,760.00	\$592.64

Total June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase Year ending June 30, 1902.	Decrease Year ending June 30, 1902.
\$3,907,968.38	Capital Stock (p. 154), . . .	\$3,907,968.38	.....	.....
500,000.00	Funded Debt (p. 155), . . .	500,000.00	.....	.....
.....	Current Liabilities, . . .	463.28	\$463.28	.....
1,500.00	Bonds of the N. H., M. & W. R. R. Co. outstand- ing, convertible into st'k, . .	1,500.00	.....	.....
11,291.67	Accrued Interest on Fund- ed Debt not yet payable, . .	11,291.67	.....	.....
239,335.99	Profit and Loss (p. 157), . .	242,040.07	2,704.08	.....
\$4,660,096.04	Grand total, . . .	\$4,663,263.40	\$3,167.36	.....

Important Changes during Year.

Two shares of common stock issued for scrip surrendered.

Contracts, Agreements, etc.

None.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From—	To—	Miles.	
First Mortgage.	New Haven	Willimantic.	51.50	\$9,709.00

Employees and Salaries.

General Officers, 3. Compensation, None.

Description of Equipment.

Included in report of Lessee Company.

Mileage.

Mileage of Line owned by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock. Main Line.	Total Mileage Owned.	Steel Rails.
Connecticut,	51.50	51.50	51.50

Characteristics of Road.

Included in report of Lessee Company.

GAUGE OF TRACK — 4 feet 8½ inches; 51.50 miles.

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Name of Owner.	Name of Operating Company.
51.50	Western Union Telegraph Co.	Western Union Telegraph Co.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, John M. Hall, President, and W. L. Squire, Treasurer, of the Boston & New York Air Line Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JOHN M. HALL,
President.

W. L. SQUIRE,
Treasurer.

Subscribed and sworn to before me, this 15th day of September, 1902.

A. S. MAY,
Notary Public.

CENTRAL NEW ENGLAND RAILWAY COMPANY.

History.

Name of common carrier making this report: Central New England Railway Company.

Date of organization: January 12, 1899.

Under laws of what Government, State, or Territory organized: General Railroad Laws of the State of New York.

If a consolidated company, name the constituent companies: The Central New England Railway Company is the successor through reorganization after foreclosure of the Philadelphia, Reading & New England Railroad. Judgment of foreclosure and sale June 27, 1898. Purchase by reorganization committee, October 6, 1898. Certificate of incorporation January 12, 1899.

The Philadelphia, Reading & New England Railroad Company was organized August 1, 1892, and was a merger of the Poughkeepsie Bridge Company, incorporated in New York May 31, 1871, and the Central New England & Western Railroad Company formed July 22, 1889, by consolidation of the Hudson Connecting Railroad Company and the Poughkeepsie & Connecticut Railroad Company, date July 22, 1889, and August 1, 1892.

Date and authority for each consolidation: July 22, 1889, and August 1, 1892. Railroad Incorporation Laws of the State of New York.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
ARTHUR BROCK,	Lebanon, Pa.	November, 1902.
HENRY O. SEXIAS,	New York City,	" "
CHESTER W. CHAPIN,	New York City,	" "
DAVID A. GERATY,	Hartford, Conn.,	" "
JOSEPH F. SINNOTT,	Philadelphia, Pa.,	" "
JOHN W. BROCK,	Philadelphia, Pa.,	" "
J. K. O. SHERWOOD,	New York City,	" "
JAMES A. RUMRILL,	Springfield, Mass.,	" "
JULIUS H. APPLETON,	Springfield, Mass.,	" "
JOSEPH B. BOURNE,	New York City,	" "
CLYDE A. HELLER,	Philadelphia, Pa.,	" "

Total number of stockholders at date of last election: 277.

Date of last meeting of stockholders for election of directors: November 6, 1901.

Organization.— Continued.

Post-office address of general office: Poughkeepsie, N. Y.

Post-office address of operating office: Hartford, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: H. W. Watson, Auditor, Hartford, Conn.

Officers.

Title.	Name.	Location of Office.
President,	JOHN W. BROCK,	Philadelphia, Pa.
Vice-President,	CHESTER W. CHAPIN,	New York City.
Secretary,	CLYDE A. HELLER,	Philadelphia, Pa.
Treasurer,	JAMES K. O. SHERWOOD,	New York City.
Auditor,	H. W. WATSON,	Hartford, Conn.
Chief Engineer,	C. H. EWING,	" "
Superintendent,	J. F. HEDDEN,	" "
General Freight Agent,	D. A. GERATY,	" "

Property Operated.

Name of every railroad the operations of which are included in the Income Account:

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each Class of Roads Named.
	From —	To —		
1. Central New England.	Campbell Hall.	Silvernails.	57.60	57.60
3. Hartford & Conn. Western.	Hartford.	Rhinecliff.	109.75	.....
Dutchess County.	Tariffville.	East Granby.	3.35	.....
	Poughkeepsie.	Hopewell.	12.40	125.50
5. Newburgh, Dutchess & Conn.	State Line.	Millerton.	1.25	1.25
Total Mileage Operated,			184.35	184.35

Name of all Coal, Bridge, Canal, or other Properties.

None.

Capital Stock.*

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . . .	34,500	\$100	\$3,450,000.00	\$3,450,000.00
Preferred, . . .	31,500	100	3,150,000.00	3,150,000.00
Total, . . .	66,000	\$100	\$6,600,000.00	\$6,600,000.00

* Issued in exchange for stock of Philadelphia, Reading & New England Railroad Company.

Capital Stock.— *Continued.*

Manner of Payment for Capital Stock.		Total Number Shares Issued and Outstanding.
Issued for reorganization:	Common,	34,500
	Preferred,	31,500
Total,		66,000

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mortgage,	1899	1919	\$1,250,000.00	\$650,000.00	\$650,000.00	\$650,000.00
Gen. Mtge.,*	1899	1949	7,250,000.00	7,250,000.00	7,250,000.00	.....
Total, .			\$8,500,000.00	\$7,900,000.00	\$7,900,000.00	\$650,000.00

* Issued in exchange for bonds of the Philadelphia, Reading & New England Railroad Company.

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
* 5 per cent.	February and August, . .	\$32,500.00	\$32,500.00

* When earned.

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bonds (p. 163),	\$650,000.00	\$650,000.00	\$32,500.00	\$32,500.00
Income Bonds (p. 163),	7,250,000.00	7,250,000.00	.....	.....
Total, . . .	\$7,900,000.00	\$7,900,000.00	\$32,500.00	\$32,500.00

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1902.	
Cash,	\$39,218.96	Audited Vouchers and Ac- counts,	\$43,015.96
Due from agents,	39,143.58	Wages and Salaries,	14,713.26
Due from solvent compa- nies and individuals, . . .	32,163.36	Net Traffic Balances due to other Companies,	9,626.71
		Rents due July 1,	11,331.42
		Total — Current Liabilities, .	\$78,687.35
		Balance — Cash Assets, . . .	31,838.55
Total,	\$110,525.90	Total,	\$110,525.90

Materials and supplies on hand, \$50,246.31.

Recapitulation.

a. For mileage owned by the road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital stock (p. 162), . .	\$6,600,000.00	\$6,600,000.00	57.60	\$114,583.00
Bonds (p. 163),	7,900,000.00	7,900,000.00	57.60	137,153.00
Total,	\$14,500,000.00	\$14,500,000.00	57.60	\$251,736.00

b. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account — p. 165:

Name of Road.	Capital Stock.	Funded Debt.	Total.	AMT. PER MILE OF LINE.	
				Miles.	Amount.
Central New Eng- land,	\$6,600,000.00	\$7,900,000.00	\$14,500,000.00	57.60	\$251,736.00
Hartford & Conn. Western,	2,712,800.00	700,000.00	3,412,800.00	113.10	30,175.00
Dutchess County,	300,000.00	350,000.00	650,000.00	12.40	52,419.00
Grand Total,	\$9,612,800.00	\$8,950,000.00	\$18,562,800.00	183.10	\$101,381.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1901.	Total Cost to June 30, 1902.	Cost per Mile.
Total Equipment,	\$366,612.30	\$366,612.30	\$6,364.80
Total Construction,	12,426,206.41	12,426,206.41	215,732.75
Grand Total Cost Construction, } Equipment, etc., }	\$12,792,818.71	\$12,792,818.71	\$222,097.55

Income Account.

Gross earnings from operation (p. 166),	\$593,965.43	
Less operating expenses (p. 168),	436,249.45	
Total Income,		\$157,715.98
Deductions from Income :		
Interest on Funded Debt accrued (p. 163),	\$32,500.00	
Interest on Real Estate Mortgages,	350.00	
Rents Paid for Lease of Road (p. 168),	101,276.43	
Taxes,	18,563.25	
Total Deductions from Income,		\$152,689.68
Net Income,		\$5,026.30
Surplus from Operations of Year ending June 30, 1902,		5,026.30
Surplus on June 30, 1901 [from "General Balance Sheet," 1901 Report],		55,108.60
Surplus on June 30, 1902 [for entry on "General Balance Sheet," (p. 169)],		\$60,134.90

Earnings from Operation.

Item.	Total Receipts.	Deductions, Acc. of Repay- ments, etc.	Actual Earnings.
Passenger — Passenger Revenue,	\$209,222.81		
Less Repayments — Tickets Redeemed,		\$172.70	
Excess Fares refunded,		913.60	
Total Deductions,		\$1,086.30	
Total Passenger Revenue,			\$208,136.51
Mail,			9,451.60
Express,			22,107.03
Other items,			28,582.80
Total Passenger Earnings,			\$268,277.94
Freight — Freight Revenue,	322,975.90		
Less Repayments :			
Overcharge to shippers,		7,416.29	
Total Deductions,		7,416.29	
Total Freight Revenue,			315,559.61
Total Passenger and Freight Earnings,			583,837.55
Other Earnings from Operation :			
Rents not otherwise provided for,			10,127.88
Total Gross Earnings from Operation, } Entire Line,			\$593,965.43

Stocks Owned.

Name.	Total Par Value.	Valuation.
Hartford & Connecticut Western Railroad Co.,	\$1,390,200.00	\$900,063.00

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income.

None.

Operating Expenses.

Item.	Amount.
Maintenance of Way and Structures :	
Repairs of Roadway,	\$60,630.10
Renewals of Ties,	28,652.48
Repairs and Renewals of Bridges and Culverts,	19,781.04
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards,	5,293.04
Repairs and Renewals of Buildings and Fixtures,	9,650.42
Repairs and Renewals of Telegraph,	1,298.66
Stationery and Printing,	16.32
Other Expenses,	147.96
Total,	\$125,470.02
Maintenance of Equipment :	
Superintendence,	3,848.00
Repairs and Renewals of Locomotives,	29,852.10
Repairs and Renewals of Passenger Cars,	7,124.71
Repairs and Renewals of Freight Cars,	13,007.55
Repairs and Renewals of Work Cars,	1,031.27
Repairs and Renewals of Shop Machinery and Tools,	1,901.75
Other Expenses,	5,247.95
Total,	\$60,003.33
Conducting Transportation :	
Superintendence,	10,062.16
Engine and Roundhouse Men,	38,302.44
Fuel for Locomotives,	60,471.14
Water Supply for Locomotives,	3,300.49
Oil, Tallow, and Waste for Locomotives,	1,751.43
Other Supplies for Locomotives,	356.72
Train Service,	31,430.90
Train Supplies and Expenses,	2,704.04
Switchmen, Flagmen, and Watchmen,	12,032.25
Telegraph Expenses,	3,273.15
Station Service,	36,603.50
Station Supplies,	2,795.25
Car Mileage — Balance,	3,722.32
Loss and Damage,	667.95
Injuries to Persons,	143.43
Clearing Wrecks,	775.74
Advertising,	1,558.99
Rents for Tracks, Yards, and Terminals — p. 168,	1,000.00
Rents of Buildings and other Property,	205.00
Stationery and Printing,	4,164.77
Other Expenses,	978.44
Total,	\$216,300.11
General Expenses :	
Salaries of General Officers,	19,049.94
Salaries of Clerks and Attendants,	7,805.83
Insurance,	2,133.36
Law Expenses,	2,364.76
Stationery and Printing (General Offices),	320.01
Other Expenses,	2,802.09
Total,	\$34,475.99

Operating Expenses.— Continued.

Item.	Amount.
Recapitulation of Expenses :	
Maintenance of Way and Structures,	\$125,470.02
Maintenance of Equipment,	60,003.33
Conducting Transportation,	216,300.11
General Expenses,	34,475.99
Grand Total,	\$436,249.45

Percentage of expenses to earnings — entire line, .73446.

Rentals Paid.*a.* Rents paid for lease of road :

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Hartford & Connecticut Western,	\$35,000.00	\$26,394.00	\$22,851.08	\$84,245.08
Dutchess County,	15,750.00	.....	1,281.35	17,031.35
Total Rents,	\$50,750.00	\$26,394.00	\$24,132.43	\$101,276.43

b. Rents paid for lease of tracks, yards, and terminals :

Situation of Property Leased.	Name of Company Owning Property Leased.	Total.
Tracks : State Line and Millerton.	Newburgh, Dutchess & Conn.	\$1,000.00

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Increase Year ending June 30, 1902.	Decrease Year ending June 30, 1902.
\$12,426,206.41	Cost of Road (p. 165), . .	\$12,426,206.41	.....	.....
366,612.30	Cost of Equipment (p. 165), . .	366,612.30	.....	.....
900,063.00	Stocks Owned (p. 166), . .	900,063.00	.....	.....
409,656.55	Betterments H. & C. W. R. R., . .	417,390.90	\$7,734.35	.....
386,721.94	H. & C. W. R. R. Co., acct. cons. Sp'fd Bch., . .	386,721.94	.....	.....
120,459.54	Cash and Current Assets (p. 164), . .	110,525.90	.....	\$9,933.64
53,090.14	Materials and Supplies, . .	50,246.31	.....	2,843.83
1,333.36	Prepaid Insurance, . .	1,597.14	263.78	.....
\$14,664,143.24	Grand Total, . .	\$14,659,363.90	.....	\$4,779.34

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase Year ending June 30, 1902.	Decrease Year ending June 30, 1902.
\$6,600,000.00	Capital Stock (p. 162), . .	\$6,600,000.00	.....	.....
7,900,000.00	Funded Debt (p. 163), . .	7,900,000.00	.....	.....
88,492.99	Current Liabilities (p. 164), . .	78,687.35	.....	\$9,805.64
7,000.00	Real Estate Mortgages, . .	7,000.00	.....	.....
13,541.65	Accrued Int. on Funded Debt not yet payable, . .	13,541.65	.....	.....
55,108.60	Profit and Loss (p. 165), . .	60,134.90	\$5,026.30	.....
\$14,664,143.24	Grand Total, . .	\$14,659,363.90	.....	\$4,779.34

Important Changes During the Year.

Springfield Branch of the Hartford & Connecticut Western Railroad was opened for business from Tariffville to East Granby, a distance of 3.35 miles, December 16, 1901.

Contracts, Agreements, etc.

Adams Express Company: 40 per cent. of gross receipts accrue to Railroad Company.

Mails: United States Government, compensation based on service and weight of mails.

Western Union Telegraph Company: Own and operate entire telegraph line. Railroad Company has use of same for railroad business.

Security for Funded Debt.

Class of Bond or Obligations.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.	What Equipment, Income or Securities Mortgaged.
	From —	To —	Miles.		
Mortgage, . . .	Campbell Hall, N. Y.	Silvernails, N. Y.	57.60	\$137,153	All.

Employees and Salaries.

Class.	No.	Total No. of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers,	5	1,486	\$19,049.94	\$12.82
General Office Clerks,	11	3,531	7,805.83	2.21
Station Agents,	43	12,608	20,046.76	1.59
Other Station Men,	22	10,208	15,675.99	1.54
Enginemen,	19	5,793	21,010.66	3.63
Firemen,	20	5,724	10,878.26	1.90
Conductors,	18	5,222	15,000.90	2.87
Other Trainmen,	42	11,528	21,157.09	1.84
Machinists,	15	8,041	15,707.69	1.95
Carpenters,	16	5,176	11,938.98	2.31
Other Shopmen,	84	20,793	34,798.89	1.67
Section Foremen,	33	11,753	17,925.60	1.53
Other Trackmen,	162	36,992	47,301.40	1.28
Switchmen, Flagmen, and Watchmen,	23	5,767	9,024.63	1.56
Telegraph Operators and Dispatchers,	9	1,552	3,338.82	2.15
All other Employees and Laborers, .	25	9,252	22,550.19	2.44
Total (including "General Officers"),	547	155,426	\$293,211.63	\$1 89
Less "General Officers,"	5	1,486	19,049.94	12.82
Total (excluding "General Officers"),	542	153,940	\$274,161.69	\$1.78
Distribution of above:				
General Administration,	16	5,017	26,855.77	5.35
Maintenance of Way and Structures,	229	61,771	89,353.58	1 45
Maintenance of Equipment,	115	21,392	45,236.88	2.12
Conducting Transportation,	187	67,246	131,715.40	1.96
Total (including "General Officers"),	547	155,426	\$293,211.63	\$1.89
Less "General Officers,"	5	1,486	19,049.94	12.82
Total (excluding "General Officers"),	542	153,940	\$274,161.69	\$1.78

Traffic and Mileage Statistics.

Item.	No. Passengers, Tonnage, Car Mileage, No. Cars, etc.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic :				
No. of passengers carried earning revenue,	590,569			
No. of passengers carried one mile,	8,574,297			
No. of passengers carried one mile of road,	46,511			
Average distance carried, miles,	14.52			
Total passenger revenue,		208,126	51	
Average am't received from each passenger,			35	243
Average receipts per passenger per mile,			02	427
Total passenger earnings,		268,277	94	
Passenger earnings per mile of road,		1,455	26	
Passenger earnings per train mile,			72	712
Freight Traffic :				
No. tons carried of freight earning revenue,	323,112			
No. of tons carried one mile,	21,767,935			
No. tons carried one mile per mile of road,	118,079			
Average distance haul of one ton, miles,	67.37			
Total freight revenue,		315,559	61	
Average am't received for each ton of freight,			97	662
Average receipts per ton per mile,			01	449
Total freight earnings,		315,559	61	
Freight earnings per mile of road,		1,711	74	
Freight earnings per train mile,		1	52	261
Total Traffic :				
Gross earnings from operation,		593,965	43	
Gross earnings from operat'n per mile of road,		3,221	94	
Gross earnings from operation per train mile,		1	13	108
Operating expenses,		436,249	45	
Operating expenses per mile of road,		2,366	42	
Operating expenses per train mile,			83	074
Income from operation,		157,715	98	
Income from operation per mile of road,		855	42	
Car Mileage, etc.:				
Mileage of passenger cars,	1,034,851			
Average No. of passenger cars per train mile,	2.80			
Average number of passengers per train mile,	23			
Mileage of loaded freight cars—North or East,	1,450,239			
Mileage of loaded freight cars—South or West,	362,559			
Mileage of empty freight cars—North or East,	18,964			
Mileage of empty freight cars—South or West,	929,263			
Average No. of freight cars per train mile,	13.32			
Average No. of loaded cars per train mile,	8.75			
Average No. of empty cars per train mile,	4.58			
Average No. of tons of freight per train mile,	105.03			
Average No. of tons of freight per loaded car mile,	12.01			
Average mileage operated during year,	184.35			
Train Mileage :				
Mileage of revenue passenger trains,	317,881			
Mileage of revenue mixed trains,	51,075			
Mileage of revenue freight trains,	156,174			
Mileage of locomotives employed in "helping" mixed and freight trains,	1,122			
Percentage of "helping" to revenue train mileage,	.00541			
Total revenue train mileage,	525,130			
Mileage of non-revenue trains,	119,158			

Freight Traffic Movement.

Commodity.	Freight Originating on this road.	Freight Re- ceived from Connecting Roads and other Car- riers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
Products of Agriculture :				
Grain,	6,648	6,963	13,611	4.21
Flour,	3,315	2,981	6,296	1.95
Other Mill Products,	4,669	6,501	11,170	3.46
Hay,	8,120	389	8,509	2.63
Tobacco,	1,064	40	1,104	0.34
Cotton,	31	25	56	0.02
Fruit and Vegetables,	3,155	1,019	4,174	1.29
Products of Animals:				
Live Stock,	516	348	864	.27
Dressed Meats,	2,425	2	2,427	.75
Other Packing-House Products,	96	1	97	.03
Poultry, Game, and Fish,	44	68	112	.04
Wool,	554	87	641	.20
Hides and Leather,	872	273	1,145	.35
Products of Mines :				
Anthracite Coal,		100,466	100,466	31.09
Bituminous Coal,		17,347	17,347	5.37
Coke,		703	703	.22
Ores,	23,356		23,356	7.23
Stone, Sand, and other like Articles,	2,763	6,566	9,329	2.89
Products of Forest :				
Lumber,	14,289	5,465	19,754	6.11
Charcoal,		8,426	8,426	2.61
Manufactures:				
Petroleum and other Oils,	2,573	641	3,214	1.00
Sugar,	235	130	365	0.11
Iron, Pig and Bloom,	11,715	2,615	14,330	4.44
Iron and Steel Rails,		547	547	.17
Other Castings and Machinery,	5,191	2,765	7,956	2.46
Bar and Sheet Metal,	196		196	.06
Cement, Brick, and Lime,	20,654	3,273	23,927	7.40
Agricultural Implements,	442	9	451	.14
Wagons, Carriages, Tools, etc.,	7,059	1,234	8,293	2.57
Wines, Liquors, and Beers,	983	1,096	2,079	.64
Household Goods and Furniture,	1,229	326	1,555	.48
Merchandise,	14,430	4,602	19,032	5.89
Miscellaneous— Other commodi- ties not mentioned above,	8,371	3,209	11,580	3.58
Total Tonnage — Entire Line,	144,995	178,117	323,112	100.

Description of Equipment.

Item.	Total No. at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
Locomotives — owned and Leased :					
Passenger,	12	{ 1	Eames Vac'm	12	Tower
Freight,	22	{ 11	Westinghouse	22	"
Switching,	1	{ 1	American St'm	1	"
Total Locomotives in Serv.,	35	35	.....	35	.....
Cars Owned and Leased :					
In Passenger Service —					
First-class cars,	12	12	Westinghouse	{ 1	National
				{ 1	Janney
				{ 10	Tower
Second-class cars, . . .	3	3	"	{ 2	Tower
				{ 1	National
Combination cars, . . .	7	7	"	{ 5	Tower
				{ 2	Gould
Parlor cars,	1	1	"	{ 1	National
				{ 5	National
Baggage, Express, and Postal Cars,	11	11	"	{ 1	Tower
				{ 1	Abert and
				{ 2	Eastwick
				{ 2	Gould
				{ 2	Thurmond
Total,	34	34	.....	34	.....
In Freight Service —					
Box cars,	122	121	Westinghouse	{ 66	Gould
				{ 55	Tower
Flat cars,	25	20	"	{ 20	Tower
Stock cars,	1	1	"	{ 1	Gould
Coal cars,	205	200	"	{ 122	Gould
				{ 83	Tower
Total,	353	342	.....	347	.....
In Company's Service —					
Derrick cars,	2	2	Westinghouse	2	Tower
Caboose cars,	18	2	"	10	"
Other Road cars,	9	4	"	4	"
Total,	29	8	.....	16	.....
Total Cars in Service, . .	416	384	.....	397	.....
Total Cars Owned, . . .	416	384	.....	397	.....

Mileage.*a.* Mileage of road operated (all tracks) :

Line in Use.	Line Represented by Capital Stock, Main Line.	Line Operated under Lease.	Line Operated under Trackage Rights.	Total Mileage Operated.	Steel Rails.
Miles of single track,	57.60	125.50	1.25	184.35	183.10
Miles of second track,	4.60	.....	.....	4.60	4.60
Miles of yard track and sidings,	15.80	23.00	.....	43.80	43.80
Total Mileage Operated (all tracks),	78.00	153.50	1.25	232.75	231.50

b. Mileage of line operated by States and Territories (single track) :

State or Territory.	Line Represented by Capital Stock, Main Line.	Line Operated under Lease.	Line Operated under Trackage Rights.	Total Mileage Operated.	Steel Rails.
New York,	57.60	54.90	1.25	113.75	112.50
Connecticut, . . . . .	.....	70.60	.....	70.60	70.60
Total Mileage Operated (single track):	57.60	125.50	1.25	184.35	183.10

c. Mileage of line owned by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock, Main Line.	Total Mileage Owned.	Steel Rails.
New York,	57.60	57.60	57.60

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
Chestnut and White Oak,	76,739	37.34 cts.

Consumption of Fuel by Locomotives.

Locomotives.	COAL — TONS.		Wood.	Total fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Anthra-cite.	Bitu-minous.				
Passenger,	92	10,588	.....	10,680	337,184	63.35
Freight,	127	12,460	.....	12,587	196,213	128.30
Switching,	39	2,272	.....	2,311	77,606	59.56
Construction,	1	1,821	.....	1,822	33,285	109.48
Total,	259	27,141	.....	27,400	644,288	85.05
Aver'ge cost at dis. point,	\$2.31	\$2.15	.....	.....	.....	.....

Accidents to Persons.

Kind of Accident.	Trespassing. Injured.	Total. Injured.
Jumping on or off Trains, Locomotives, or Cars, .	1	1
At other points along track,	2	2
Total,	3	3

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
			Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
From—	To—	Miles.			
Campbell Hall,	Silvernails.	57.60	88	15.44	42.16
Hartford,	Rhinecliff.	109.75	333	49.76	59.99
Poughkeepsie,	Hopewell.	12.40	23	3.39	9.01
Tariffville,	East Granby.	3.35	5	1.16	2.19
Total,		183.10	449	69.75	113.35

PROFILE.

Length of Level Line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
19.57	28	673.9	22.24	19	545.1	15.79
14.50	75	1,941.1	44.95	83	1,969.2	50.30
2.60	8	210.0	5.50	7	154.0	4.30
.01	1	104.2	2.41	2	75.2	.93
36.68	112	2,929.2	75.10	111	2,743 5	71.32

Characteristics of Road.—Continued.**BRIDGES, TRESTLES, TUNNELS, ETC.**

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges— Stone,	2	24	..	..	..	12	..
Iron,	108	12,665	3	6	..	6,767	3
Wooden,	112	2,843	..	6	..	255	..
Total,	222	15,532	3	..	..	..	..
Trestles,	47	11,032	..	19	..	500	..

OVERHEAD HIGHWAY AND RAILROAD CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
HIGHWAY.			
Bridges,	15	16	6
RAILWAY.			
Bridges, Trolley,	2	..	..

GAUGE OF TRACK — 4 feet 8½ inches; 57.60 miles.

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
181	445	Western Union Tel. Co.	Western Union Tel. Co.

Car Mileage.

Paid or allowed for rolling stock not the property of railroads nor consigned for use by lease.

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount.
Armour Car Lines,	Refrigerator,	3/4	\$47.06
Armour Car Lines,	Box,	6/10	.71
Arms Palace Horse Car Co.,	Stock,	6/10	6.83
Arbuckle's Ariosa Despatch,	Box,	6/10	14.12
American Cereal Co. Despatch,	Box,	6/10	1.22
Commerce Despatch Line,	Box,	6/10	2.31
Cutting Car Co.,	Bark,	6/10	1.93
Continental Fruit Express,	Refrigerator,	3/4	3.75
Lake Carriers Oil Co.,	Tank,	3/4	3.64
Lipton Car Line,	Refrigerator,	3/4	.40
Merchants Despatch Transportation Co.,	Refrigerator,	3/4	25.38
Merchants Despatch Transportation Co.,	Box,	6/10	70.46
Mather Horse & Stock Car Co.,	Stock,	6/10	1.60
New England Car Co.,	Stock,	6/10	1.60
Nelson Morris & Co.,	Refrigerator,	3/4	1.20
Pullman Co.,	Parlor,	2.	2.24
Produce Shippers Despatch,	Refrigerator,	3/4	.40
Swift's Refrigerator Despatch,	Box,	6/10	3.94
St. Louis Refrigerator Car Co.,	Box,	6/10	1.13
Southern Despatch Lumber Line,	Box,	6/10	.98
Street's Western Stable Car Line,	Stock,	6/10	2.32
St. Charles Refrigerator Despatch,	Refrigerator,	3/4	.66
Stannard Butterine Refrigerator Express,	Refrigerator,	3/4	2.13
Union Tank Line Company,	Tank,	3/4	44.96
Western Refrigerator Line,	Refrigerator,	3/4	.40
Total,			\$241.37

Taxes and Assessments of all Kinds.

a. For reporting Company's owned and proprietary lines:

State or Territory.	AD VALOREM TAX.		Specific Tax on Gross or Net Earnings, Revenue, or Dividends.	On Property Owned, not used in Operation, and Miscellaneous.	Internal Revenue, U. S. Government.	Total.
	On the Value of Real and Personal Property.	On the Value of Stocks or Bonds; or on Valuation Based on Earnings, Dividends, or other Results of Operations.				
New York,	\$15,755.11	\$731.25	\$693.17	\$483.72	.....	\$17,663.25
Connecticut,	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	\$900.00	900.00
Total,	\$15,755.11	\$731.25	\$693.17	\$483.72	\$900.00	\$18,563.25

b. For reporting Company's leased and operated lines:

Name of Road.	AD VALOREM TAX.		Total.
	On the Value of Real and Personal Property.	On the Value of Stocks or Bonds, or on Valuation Based on Earnings, Dividends, or other Results of Operation.	
Hartford & Connecticut Western, . . .	\$6,110.93	\$15,695.15	\$21,806.08
Dutchess County,	1,181.35	.....	1,181.35
Total,	\$7,292.28	\$15,695.15	\$23,987.43

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

We, the undersigned, John W. Brock, President, and H. W. Watson, Auditor, of the Central New England Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JOHN W. BROCK,
President.

H. W. WATSON,
Auditor.

Subscribed and sworn to before me this 13th day of September, 1902.

ARTHUR B. PECK,
Notary Public.

COLCHESTER RAILWAY COMPANY.

History.

Name of common carrier making this report: Colchester Railway Company.

Date of organization: 1876.

Under laws of what Government, State, or Territory organized: State of Connecticut. Act of Incorporation, Special Laws of Connecticut, Vol. viii, p. 34.

What carrier operates the road of this company: The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.
HARLEY P. BUELL,	Colchester, Conn.	Hold over.
SAMUEL P. WILLARD,	" "	"
CHARLES H. DAWLY,	" "	"

Total number of stockholders at date of last election: One.

" " " " " In Connecticut: One.

All stock held in Connecticut (250 shares).

Date of last meeting of stockholders for election of directors: Nov. 3, 1900.

Post-office address of general office: Colchester, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: Samuel P. Willard, President, Colchester, Conn.; or W. L. Squire, Treasurer N. Y., N. H. & H. R. R. Co., Lessee, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	SAMUEL P. WILLARD,	Colchester, Conn.
Secretary,	CHARLES H. DAWLY,	" "
Treasurer,	HARLEY P. BUELL,	" "

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account:

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To —			
Colchester Railway Co.	Colchester,	Turnerville.	N. Y., N. H. & H. R. R. Co.	Lease, 999 years.	3.59

Property Leased, or Otherwise Controlled for Operation.

Leased April 3, 1878, to the Boston & New York Air Line Railroad Company for 999 years, that company to operate the road and pay interest on the bonds of the Colchester Railway Company.

The road is now operated by the New York, New Haven & Hartford Railroad Company under a lease to it of the Boston & New York Air Line Railroad for 99 years from Oct. 1, 1882.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . . .	500	\$100	\$50,000.00	\$25,000.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash, Common,	250	\$25,000.00

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
First Mtge.,	1877	1907	\$25,000	\$25,000	\$25,000	\$25,000

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
7 per cent.	January and July,	\$1,750	\$1,750

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bds. (p. 181),	\$25,000	\$25,000	\$1,750	\$1,750

Current Assets and Liabilities: None.

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 181),	\$25,000.00	\$25,000.00	3.59	\$6,964.00
Bonds (p. 181), . . .	25,000.00	25,000.00	3.59	6,964.00
Total,	\$50,000.00	\$50,000.00	....	\$13,928.00

Cost of Road, Equipment, and Permanent Improvement.

Item.	Total Cost to June 30, 1901.	Total Cost to June 30, 1902.	Cost per Mile.
Total Construction, . . .	\$50,000.00	\$50,000.00	\$13,927.57

Income Account.

Income from lease of road,	\$1,750.00
Interest on funded debt accrued (p. 181),	\$1,750.00

Stocks Owned.

None.

Bonds Owned.

None.

Miscellaneous Income.

None.

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.
\$50,000.00	Cost of Road (p. 182),	\$50,000.00

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.
\$25,000.00	Capital Stock (p. 181),	\$25,000.00
25,000.00	Funded Debt (p. 181),	25,000.00
\$50,000.00	Grand Total,	\$50,000.00

Important Changes During the Year.

None.

Contracts, Agreements, etc.

None.

Security for Funded Debt (p. 181).

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From —	To —	Miles.	
First Mortgage.	Colchester,	Turnerville.	3.59	\$6,964.00

Employees and Salaries.

General Officers, 3; no compensation.

Description of Equipment.

None.

Mileage.

Mileage of line owned by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock — Main Line.	Total Mileage Owned	Steel Rails.
Connecticut,	3.59	3.59	3.59

Characteristics of Road.

Included in report of Lessee Company.

GAUGE OF TRACK — 4 feet 8½ inches; 3.59 miles.

Telegraph.

Owned by another company, but located on property of road making this report.

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
3.59	3.59	Western Union Tel. Co.	Western Union Tel. Co.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON, } ss.

We, the undersigned, Samuel P. Willard, President of the Colchester Railway Company, and W. L. Squire, Treasurer of the New York, New Haven & Hartford Railroad Company, lessee, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

S. P. WILLARD,
President.

Subscribed and sworn to by Samuel P. Willard before me this 10th day of September, 1902.

H. P. BUELL.

W. L. SQUIRE,
Treasurer.

Subscribed and sworn to by W. L. Squire before me this 9th day of September, 1902.

AVERY CLARK,
Notary Public.

DANBURY & NORWALK RAILROAD CO.

History.

Name of common carrier making this report : Danbury & Norwalk Railroad Company.

Date of organization : May, 1849.

Under laws of what Government, State, or Territory organized : State of Connecticut.

What carrier operates the road of this company : New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
F. ST. JOHN LOCKWOOD,	Norwalk, Conn.	October, 1902.
JOHN M. HALL,	New Haven, Conn.	"
BENJAMIN R. ENGLISH,	" "	"
GEORGE J. BRUSH,	" "	"
EBEN HILL,	South Norwalk, Conn.	"
EDMUND TWEEDY,	Danbury, "	"
CHARLES H. MERRITT,	" "	"
J. P. TREADWELL,	Norwalk, "	"
WILLIAM E. BARNETT,	New Haven, "	"

Total number of stockholders at date of last election, 81; in Connecticut, 69; stock held in Connecticut, 11,816 shares.

Date of last meeting of stockholders for election of directors, October 31, 1901.

Post-office address of general office : New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed : W. L. SQUIRE, Treasurer, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	F. ST. JOHN LOCKWOOD,	Norwalk, Conn..
Vice-President,	JOHN M. HALL,	New Haven, "
Secretary,	H. M. KOCHERSPERGER,	" "
Treasurer,	W. L. SQUIRE,	" "

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the income account—page 188 :

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From—	To—			
Danbury & Norwalk.	Danbury, Ct.	Wilson's Pt., Ct.,	N. Y., N. H. & H.	Lease.	26.28
	Branchville, "	Ridgefield, "			3.97
	Bethel, "	Hawleyville, "			5.95
Total Mileage,					36.20

Property Leased, or Otherwise Controlled for Operation.

All the railroad and property of the Company leased to the New York, New Haven & Hartford Railroad Company for ninety-nine years from July 1, 1892.

Annual rental, 5 per cent. dividends on capital stock, interest on funded debt, all taxes and assessments.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common.	20,000	\$50.00	\$1,000,000	\$600,000.00	5 per ct.	\$30,000.00

Manner of Payment of Capital Stock.	Total Cash Realized.
Issued for Cash : Common,	\$338,416.25
Issued for Undivided Earnings,	101,583.75
Issued for increased value of road and equipment, . . .	160,000.00
Total,	\$600,000.00

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash realized on Amount Issued.
	Date of Issue.	When Due.				
Consolidated Mort.,	{ 1880 1890	{ 1920 1920	\$500,000	\$100,000 200,000	\$100,000 200,000	\$100,000 200,000
General Mort.,	{ 1892 1885	{ 1920 1925	150,000	200,000 150,000	200,000 150,000	200,000 150,000
Grand Total,	.....	.....	\$650,000	\$650,000	\$650,000	\$650,000

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
6 per cent.	January and July.	\$6,000.00	\$6,000.00
5 per cent.	January and July.	10,000.00	10,000.00
5 per cent.	January and July.	10,000.00	10,000.00
		7,500.00	7,500.00
Total,	.....	\$33,500.00	\$33,500.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mtge. Bds. (p. 187),	\$650,000.00	\$650,000.00	\$33,500.00	\$33,500.00

Current Assets and Liabilities.

None.

Recapitulation.

For mileage owned by road making this report :

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 186),	\$600,000.00	\$600,000.00	36.20	\$16,575.00
Bonds (p. 187), . . .	650,000.00	650,000.00	36.20	17,956.00
Total,	\$1,250,000.00	\$1,250,000.00	.....	\$34,531.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1901.	Total Cost to June 30, 1902.	Cost per Mile.
Total Equipment,	\$228,971.89	\$228,971.89	\$6,325.19
Total Construction,	1,170,270.83	1,170,270.83	32,327.92
Grand Total Cost Construction, { Equipment, etc., }	\$1,399,242.72	\$1,399,242.72	\$38,653.11

Income Account.

Income from Lease of Road,	\$63,500.00	
Total Income,		\$63,500.00
Deductions from Income :		
Interest on Funded Debt accrued (p. 187),	\$33,500.00	
Total Deductions from Income,		33,500.00
Net Income,		\$30,000.00
Dividends, 5 per cent., Common Stock (p. 186),	\$30,000.00	
Total,		30,000.00
Surplus on June 30, 1901 [from "General Balance Sheet," 1901 Report],		\$134,367.72
Surplus on June 30, 1902 [for entry on "General Balance Sheet," (p. 189)],		\$134,376.72

Stocks Owned.

None.

Bonds Owned.

None.

Miscellaneous Income.

None.

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.
\$1,170,270.83	Cost of road (p. 188),	\$1,170,270.83
228,971.89	Cost of Equipment (p. 188),	228,971.89
\$1,399,242.72	Grand Total,	\$1,399,242.72

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.
\$600,000.00	Capital Stock (186),	\$600,000.00
650,000.00	Funded Debt (187),	650,000.00
14,875.00	Accrued Interest on Funded Debt not yet payable,	14,875.00
134,367.72	Profit and Loss (p. 188),	134,367.72
\$1,399,242.72	Grand Total,	\$1,399,242.72

Important Changes during the Year.

None.

Contracts, Agreements, etc.

None.

Security for Funded Debt.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.	Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.	What Income and Securities Mortgaged.
Consolidated Mortgage,	All.	36.20	\$13,812.00	All.	None.
General Mortgage,	All.	36.20	4,144.00	All.	None.

Employees and Salaries.

General Officers, 4; compensation, None.

Description of Equipment.

Included in report of Lessee Company.

Mileage.

Mileage of line owned by States and Territories (single track).

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Connecticut, . . .	26.28	9.92	36.20	36.20

Characteristics of Road.

Included in report of Lessee Company.

GAUGE OF TRACK — 4 feet 8½ inches; 36.20 miles.

Telegraph.

Included in report of Lessee Company.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, F. St. John Lockwood, President, and W. L. Squire, Treasurer, of the Danbury & Norwalk Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

F. ST. JOHN LOCKWOOD,
President.

W. L. SQUIRE,
Treasurer.

Subscribed and sworn to before me this 15th day of September, 1902.

A. S. MAY,
Notary Public.

HARTFORD & CONNECTICUT WESTERN RAILROAD COMPANY.

History.

Name of common carrier making this report: Hartford & Connecticut Western Railroad Company.

Date of organization: June 30, 1881.

Under laws of what Government, State, or Territory organized: State of Connecticut, January, 1881, Resolution No. 123; January, 1882, Resolution No. 189. State of New York, Laws of 1882, Chapter 339.

If a consolidated company, name the constituent companies: Not a consolidated company.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized: Connecticut Western Railroad Company; chartered June 25, 1868; opened December 21, 1871.

The Hartford & Connecticut Western Railroad Company is the successor of the Connecticut Western Railroad Company by reason of foreclosure of mortgage, and was organized June 30, 1881, in accordance with a resolution (No. 123) of the General Assembly of the State of Connecticut, passed at its session January, 1881, "Incorporating the First Mortgage Bondholders of the Connecticut Western Railroad Company as the Hartford & Connecticut Western Railroad Company." By a resolution (No. 189) of the General Assembly of the State of Connecticut, passed at its session January, 1882, permission was given to the Hartford & Connecticut Western Railroad Company to purchase the Rhinebeck & Connecticut Railroad in the State of New York. Chapter 339 of the Laws of 1882 of the State of New York is "An Act to authorize the Hartford & Connecticut Western Railroad Company to Purchase the Rhinebeck & Connecticut Railroad." The Hartford & Connecticut Western Railroad was leased under date of August 30, 1889, to the Central New England & Western Railroad Company for one year from the 30th day of August, 1889, and under date of February 4, 1890, for fifty years from the 30th day of August, 1890, at an annual rental of two per cent. on the capital stock. All taxes, rates, charges, assessments, and interest on the bonds to be paid by the lessee.

What carrier operates the road of this company? Central New England Railway Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of term.
J. W. BROCK,	Philadelphia, Penn.	December 16, 1902.
ARTHUR BROCK,	" "	" "
W. W. GIBBS,	" "	" "
R. M. JANNEY,	" "	" "

Organization. — Continued.

Names of Directors.	Post-office Address.	Expiration of term.
H. O. SEIXAS,	New York, N. Y.	December 16, 1902.
JAMES ARMSTRONG,	" "	" "
J. K. O. SHERWOOD,	" "	" "
A. C. CHAPIN,	" "	" "
C. W. CHAPIN,	" "	" "
J. H. APPLETON,	Springfield, Mass.	" "
HENRY GAY,	Winsted, Conn.	" "
E. W. SPURR,	Falls Village, "	" "

Total number of stockholders at date of last election : 641.

Date of last meeting of stockholders for election of directors : December 17, 1901.

Post-office address of general office: Hartford, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed : E. R. Beardsley, Treasurer, Hartford, Conn.

Officers.

Title.	Name.	Location of Office.
President,	J. H. APPLETON,	Springfield, Mass.
Vice-President,	C. W. CHAPIN,	New York, N. Y.
Secretary,	E. R. BEARDSLEY,	Hartford, Conn.
Treasurer,	E. R. BEARDSLEY,	" "
Auditor,	H. W. WATSON,	" "

Property Operated.

None.

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which, from lease or from other assignment for operation, is included in the income account (page 196) :

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From—	To—			
Hartford & Conn. Western.	Hartford, Conn.,	Rhinecliff, N. Y.	Central New England.	Lease.	109.75
	Tariffville, Conn.,	Mit'ne'gue, Mass.			14.35

Total Mileage, 124.10

The Hartford & Connecticut Western Railroad was leased to the Central New England & Western Railroad Company under date of February 4, 1890, for fifty years from the 30th day of August, 1890, to which date it had been leased for the period of one year from the 30th day of August, 1889, at an annual rental of two per cent. on the capital stock. All taxes, rates, charges, assessments, and interest on the bonds to be paid by the lessee.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	30,000	\$100.00	\$3,000,000	\$2,712,800	2 per cent.	*26,394.00

* Total capital at the time of the dividend, \$2,709,800.00
 Capital owned by the lessee upon which no dividend was
 declared, 1,390,100.00
\$1,319,700.00

Manner of Payment for Capital Stock.	Number of Shares Issued during Year.	Total Number Shares Issued and Outstanding.
Issued for Bonds of the Conn. Western R. R. Co.,	30	19,128
Issued for purchase of Rhinebeck & Conn. R. R.,	..	8,000
Total,	30	27,128

REMARKS. — 7,845 shares are held by 447 Connecticut residents. \$5,000 bonds converted into stock at 60 per cent. during the year.

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mortgage,	1883 June 30.	1903 July 1.	\$700,000.00	\$700,000.00	\$700,000.00	\$700,000.00

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5 per cent.	January and July,	\$35,000.00	\$35,000.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bds. (p. 194),	\$700,000.00	\$700,000.00	\$35,000.00	\$35,000.00

Receiver's Certificates.

None.

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and including June 30, 1902.	
Cash,	\$808.63	Loans and Bills Payable, .	\$22,697.99
Due from solvent co's and individuals,	29,300.00	Audited Vouchers and Accounts,	383,742.90
Total — Cash and Current Assets	\$30,108.63		
Balance — Current Liabilities,	376,332.26		
Total,	\$406,440.89	Total,	\$406 440.89

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 194), . .	\$2,712,800.00	\$2,712,800.00	124.10	\$21,859.79
Bonds (p. 194),	700,000.00	700,000.00	124.10	5,640.61
Equipment Trust Obligations . . . . .	.....	.....	124.10	.....
Total,	\$3,412,800.00	\$3,412,800.00	124.10	\$27,500.40

² Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures During Year not included in Operating Ex- penses charged to Construction or Equipment.	Total Cost to June 30, 1901.	Total Cost to June 30, 1902.	Cost per Mile.
Construction,		\$2,921,747.46	\$2,921,747.46	
Engineering,		23,918.51	23,918.51	
Right of Way and Station Grounds,	\$2,107.00	32,339.02	34,446.02	
Grading,		121,003.25	121,003.25	
Bridges, Trestles, and Cul- verts,		103,046.82	103,046.82	
Ties,		17,731.92	17,731.92	
Rails,		38,464.07	38,464.07	
Track Fastenings,		6,532.58	6,532.58	
Frogs and Switches,		1,127.40	1,127.40	
Ballast,		5,947.60	5,947.60	
Track Laying and Sur- facing,		9,434.66	9,434.66	
Fencing Right of Way,		4,869.43	4,869.43	
Crossings, Cattle Guards, and Signs,		10,494.02	10,494.02	
Interlocking or Signal Ap- paratus,		2,911.82	2,911.82	
Telegraph Lines,		889.10	889.10	
Station Buildings and Fix- tures,		3,100.83	3,100.83	
Water Stations,		195.10	195.10	
Legal Expenses,		4,692.47	4,692.47	
Interest and Discount,		1,365.06	1,365.06	
General Expenses,		1,136.19	1,136.19	
Total Construction,		\$3,310,947.31	\$3,313,054.31	\$26,696.65
Total Equipment,		373,867.97	373,867.97	3,012.63
Grand Total Cost Con- struction, Equipm't, etc., }	\$2,107.00	\$3,684,815.28	\$3,686,922.28	\$29,709.28
Total Cost Cons., Eq'p't, }	\$1,314.08	\$2,297,887.10	\$2,299,201.18	\$29,709.28
etc., State of Conn., }				

Income Account.

Income from lease of Road,	\$84,245.08	
Total Income,		\$84,245.08
Salaries and Maintenance of Organization,	\$1,000.00	
Interest on Funded Debt accrued (p. 194),	35,000.00	
Taxes,	21,806.08	
Converting Bonds into Stock,	45.00	
Total Deductions from Income,		57,851.08
Net Income,		\$26,394.00

Income Account.— *Continued.*

Dividends, 2 per cent., common stock (p. 194),	\$26,394.00	
Total,		\$26,394.00
Deficit on June 30, 1901 [from "General Balance Sheet," 1901 Report,]		\$10,310.51
Deficit on June 30, 1902 [for entry on "General Balance Sheet," p. 197],		\$10,310.51

Earnings from Operation.

None.

Stocks Owned.

None.

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income.

None.

Operating Expenses.

None.

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Increase Year ending June 30, 1902.	Decrease Year ending June 30, 1902.
\$3,310,947.31	Cost of Road (p. 196),	\$3,313,054.31	\$2,107.00	.....
373,867.97	Cost of Equipment (p. 196),	373,867.97	.....	.....
99,099.47	Lands Owned,	99,099.47	.....	.....
29,998.63	Cash and Cur. Assets (p. 195),	30,108.63	110.00	.....
10,310.51	Profit and Loss (p. 197),	10,310.51	.....	.....
\$3,824,223.89	Grand Total,	\$3,826,440.89	\$2,217.00	.....

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase Year ending June 30, 1902.	Decrease Year ending June 30, 1902.
\$2,709,800.00	Capital Stock (p. 194),	\$2,712,800.00	\$3,000.00	.....
10,200.00	Convertible Bonds,	7,200.00	.....	\$3,000.00
700,000.00	Funded Debt (p. 194),	700,000.00	.....	.....
404,223.89	Current Liabilities (p. 195),	406,440.89	2,217.00	.....
\$3,824,223.89	Grand Total,	\$3,826,440.89	\$5,217.00	\$3,000.00

Important Changes during the Year.

Thirty shares of Hartford & Connecticut Western stock have been issued in exchange for \$5,000 of Connecticut Western bonds at 60 per cent.

Contracts, Agreements, etc.

None.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.
	From—	To—	Miles.		
First Mortgage.	Hartford,	Rhinecliff.	109.75	6,378.13	Entire.

Employees and Salaries.

Class.	Number.	Total Number of Days Worked.	Total Yearly Compensation.	Average Daily Compensation.
General Officers, . . .	1	313	\$1,000.00	\$3.19

Traffic and Mileage Statistics.

None.

Freight Traffic Movement.

None.

Description of Equipment.

Leased.

Mileage.

Mileage of line owned by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Iron Rails.	Steel Rails.
	Main Line.	Branches and Spurs.			
Connecticut, . . .	67.25	10.14	77.39	.....	77.39
New York, . . .	42.50	.....	42.50	.....	42.50
Massachusetts, . . .	.....	4.21	4.21	.....	4.21
Total Mileage owned,	109.75	14.35	124.10	.....	124.10

Renewal of Rails and Ties.

None.

Consumption of Fuel by Locomotives.

None.

Accidents to Persons.

None.

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
			Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
From —	To —	Miles.			
Hartford, . .	Rhinecliff. .	109.75	333	49.76	59.99
Tariffville, . .	Mittineague. .	14.35	16	3.13	11.22
Total, . .	.....	124.10	349	52.89	71.21

PROFILE.

Length of Level Line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
14.50	75	1,941.1	44.95	83	1,969.2	50.30
1.79	16	201.2	6.69	16	225.8	5.87
16.29	91	2,142.3	51.64	99	2,195	56.17

Characteristics of Road.—*Continued.*

BRIDGES, TRETTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges:							
Iron, . . .	38	2,300	8	10	..	582	6
Wooden, . .	153	3,473	1	5	..	186	6
Total, . . .	191	5,773	9	..	..	..	..
Trestles, . .	36	9,830	7	38	..	1,802	..

OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAILS.	
		Feet.	Inches.
Bridges,	22	17	..

GAUGE OF TRACK—4 feet 8½ inches; 124.10 miles.

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
109.75	283	Western Union.	Western Union.

Car Mileage.

None.

Taxes and Assessments of all Kinds.

State or Territory.	AD VALOREM TAX.		
	On the Value of Real and Personal Property.	On the Value of Stocks or Bonds; or on Valua- tion based on Earnings, Dividends, or other Re- sults of Operation.	Total.
Connecticut, . .	\$599.96	\$13,234.86	\$13,834.82
New York, . .	5,510.97	2,460.29	7,971.26
Total, . . .	\$6,110.93	\$15,695.15	\$21,806.08

Oath.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

We, the undersigned, Julius H. Appleton, President, and Edward R. Beardsley, Treasurer, of the Hartford & Connecticut Western Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JULIUS H. APPLETON,
President.

EDWARD R. BEARDSLEY,
Treasurer.

Subscribed and sworn to before me this 28th day of August, 1902.

MYRON A. ANDREWS,
Notary Public.

MIDDLETOWN, MERIDEN & WATERBURY RAILROAD CO.

History.

Name of common carrier making this report: Middletown, Meriden & Waterbury Railroad Company.

Date of organization: July 1, 1898.

Under laws of what Government, State, or Territory organized: Connecticut.

If a consolidated company, name the constituent companies:

Formed by the consolidation of the Meriden & Cromwell Railroad Company, organized under the General Railroad Laws of Connecticut, July 10, 1882, and the Meriden & Waterbury Railroad Company, organized under the General Railroad Laws of Connecticut, May 24, 1887.

Date and authority for each consolidation: Consolidated under an act entitled "An Act authorizing the consolidation of certain Railroad Companies," passed by the General Assembly of the State of Connecticut, at its January Session, 1887, and to be found on pages 481, 482, and 483, Special Acts, January Session, 1887.

This consolidated company was sold under foreclosure and purchased May, 1896, by A. Heaton Robertson of New Haven, Conn.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized: Meriden, Waterbury & Connecticut River Railroad Company organized by the purchaser, A. Heaton Robertson of New Haven, Conn., on July 1, 1898, as the Middletown, Meriden & Waterbury Railroad Company, by act of the General Assembly of Connecticut, passed at January Session, 1897.

What carrier operates the road of this company? New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.
A. HEATON ROBERTSON,	New Haven, Conn.	4th Wednesday of Oct., 1902.
JOHN B. ROBERTSON,	" "	" "
JOHN L. BILLARD,	Meriden, "	" "
CHARLES L. ROCKWELL,	" "	" "
JOHN M. HALL,	New Haven, "	" "
GEORGE J. BRUSH,	" "	" "
A. D. OSBORNE,	" "	" "
CHARLES F. BROOKER,	Torrington, "	" "
CARLOS FRENCH,	Seymour, "	" "

Organization.—Continued.

Total number of stockholders at date of last election: 9.

Number of stockholders at date of last election [in] Connecticut: 9. All stock held in Connecticut.

Date of last meeting of stockholders for election of directors: Oct. 30, 1901.

Post-office address of general office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: W. L. Squire, Treasurer, New Haven, Conn.

Officers.

Title.	Names.	Location of Office.
President,	JOHN M. HALL,	New Haven, Conn.
Secretary,	W. L. SQUIRE,	" "
Treasurer,	W. L. SQUIRE,	" "

Property Leased, or otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 204):

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From—	To—			
Middletown, Meriden & Waterbury.	Middletown,	Waterbury.	New York, New Haven & Hartford R. R. Co.	Lease.	30.34

Property Leased, or otherwise Controlled for Operation.

Leased to the New York, New Haven & Hartford Railroad Company for one year from Nov. 1, 1901, at an annual rental of \$1,000.00.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.
					Amount.
Common,	1,000	\$100.00	\$100,000.00	\$100,000.00	\$1,000.00

Manner of Payment for Capital Stock.	Total Number of Shares Issued and Outstanding.
Issued for property on franchise of old road: Common,	1,000

Funded Debt.

None.

Recapitulation of Funded Debt.

None.

Current Assets and Liabilities.

None.

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	APPORTIONMENT.	AMOUNT PER MILE OF LINE.	
		To Railroads.	Miles.	Amount.
Capital Stock (p. 203),	\$100,000.00	\$100,000.00	30.34	\$3,296.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1901.	Total Cost to June 30, 1902.	Cost Per Mile.
Total Cost Construction, Equipment, etc., . . .	\$100,000.00	\$100,000.00	\$3,295.97

Income Account.

Income from Lease of Road,	\$1,000.00	
Total Income,		\$1,000.00

Stocks Owned.

None.

Bonds Owned.

None.

Miscellaneous Income.

None.

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.
\$100,000.00	Cost of Road (p. 204),	\$100,000.00

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.
\$100,000.00	Capital Stock, (p. 203),	\$100,000.00

Important Changes during the Year.

None.

Contracts, Agreements, etc.

None.

Employees and Salaries.

General Officers, 2. No compensation.

Description of Equipment.

None.

Mileage.

Mileage of line owned by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Connecticut, .	29.50	.84	30.34	30.34

Characteristics of Road.

Included in report of Lessee Company.

GAUGE OF TRACK — 4 feet 8½ inches; 30.34 miles.

Telegraph.

Included in report of Lessee Company.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, John M. Hall, President, and William L. Squire, Treasurer, of the Middletown, Meriden & Waterbury Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JOHN M. HALL,
President.

WILLIAM L. SQUIRE,
Treasurer.

Subscribed and sworn to before me this 15th day of September, 1902.

A. S. MAY,
Notary Public.

NAUGATUCK RAILROAD COMPANY.

History.

Name of common carrier making this report: Naugatuck Railroad Co.

Date of organization: May, 1845.

Under laws of what Government, State, or Territory organized: State of Connecticut.

Private laws of Connecticut, vol. 4, pp. 944, 949, 950, 951, 952; vol. 5, pp. 75, 753. Special laws of Connecticut, vol. 6, pp. 8, 9, 23, 293, 709, 874; vol. 7, p. 114.

What carrier operates the road of this company? The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
WM. D. BISHOP,	Bridgeport, Ct.	Third Wednesday of Oct. 1902.
FREDERICK J. KINGSBURY,	Waterbury, "	" "
ROYAL M. BASSETT,	Derby, "	" "
SAMUEL S. DENNIS,	Newark, N. J.	" "
JOEL A. SPERRY,	New Haven, Ct.	" "
JOHN M. HALL,	" "	" "
A. HEATON ROBERTSON,	" "	" "
WM. D. BISHOP, JR.,	Bridgeport, "	" "
CHARLES F. BROOKER,	Torrington, "	" "

Total number of stockholders at date of last election: 463.

Total number of stockholders at date of last election in Connecticut, 353. Stock held in Connecticut, 17,398 shares.

Date of last meeting of stockholders for election of directors: October 16, 1901.

Post-office address of general office: President and Secretary, Bridgeport, Conn.

Post-office address of operating office: Treasurer, New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: W. L. Squire, Treasurer, New Haven, Conn.

Officers.

Title.	Names.	Location of Office.
President,	WILLIAM D. BISHOP,	Bridgeport, Conn.
Secretary,	WILLIAM D. BISHOP,	" "
Treasurer,	W. L. SQUIRE,	New Haven, "

Property Leased, or Otherwise Assigned for Operation.

me.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From—	To—			
Naugatuck, .	Naugatuck Junction,	Winsted.	New York, New Haven & Hartford R. R. Co.	Lease.	56.55
	Watertown,	Waterbury. ....	.....	.....	4.44
Total Mileage,					60.99

Property Leased, or Otherwise Controlled for Operation.

The Naugatuck Railroad was leased May 24, 1887, to the New York, New Haven & Hartford Railroad Company for 99 years from April 1, 1887, at an annual rental of \$200,000.00 and interest on the bonds of the Naugatuck Railroad Company.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	20,000	\$100.00	\$2,000,000.00	\$2,000,000.00	10 p. ct.	\$200,000.00

Manner of payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: Common,	3,976.96	\$397,696.00
Issued for Bonds: Common,	2,730.00	273,000.00
Issued for Construction: Common,	6,758.79	675,879.00
Issued for Undivided Earnings: Common,	1,427.00	142,700.00
Issued for Increased Value of road or equipment or both: Common,	4,488.25	448,825.00
Stock charged to Profit and Loss for loss on stock sold,	302.00	30,200.00
Stock charged to Profit and Loss for over issue by New York Transfer Agent,	317.00	31,700.00
Total,	20,000.00	\$2,000,000.00

Funded Debt.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mortgage,	1883	1913	\$750,000.00	\$150,000.00	\$150,000.00	\$150,000.00

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
4 per cent.	June and December.	\$6,000.00	\$6,000.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bonds(p. 209),	\$150,000.00	\$150,000.00	\$6,000.00	\$6,000.00

Current Assets and Liabilities.

None.

Recapitulation.

For mileage owned by road making this report :

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 208),	\$2,000,000.00	\$2,000,000.00	60.99	\$32,792.00
Bonds (p. 209),	150,000.00	150,000.00	60.99	2,460.00
Total,	\$2,150,000.00	\$2,150,000.00	.....	\$35,252.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1901.	Total Cost to June 30, 1902.	Cost per Mile.
Construction,	\$2,024,697.45	\$2,024,697.45	\$33,197.20
Equipment,	297,086.57	297,086.57	4,871.07
Total Cost,	\$2,321,784.02	\$2,321,784.02	\$38,068.27

Income Account.

Income from Lease of Road,	\$206,000.00	
Total Income,		\$206,000.00
Deductions from Income :		
Interest on Funded Debt Accrued (p. 209),	\$6,000.00	
Total Deductions from Income,		\$6,000.00
Net Income,		\$200,000.00
Dividends, 10 per cent., Common Stock (p. 208),	\$200,000.00	
Total,		\$200,000.00
Surplus on June 30, 1901 [from "General Balance Sheet," 1901 Report],		\$272,784.02
Surplus on June 30, 1902 [for entry on "General Balance Sheet," (p. 211)],		\$272,784.02

Stocks Owned.

None.

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income.

None.

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.
\$2,024,697.45	Cost of Road (p. 210),	\$2,024,697.45
297,086.57	Cost of Equipment (p. 210),	297,086.57
101,500.00	Lands owned,	101,500.00
\$2,423,284.02	Grand Total,	\$2,423,284.02

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.
\$2,000,000.00	Capital Stock (p. 208),	\$2,000,000.00
150,000.00	Funded Debt (p. 209),	150,000.00
500.00	Accrued Interest on Funded Debt not yet payable,	500.00
272,784.02	Profit and Loss (p. 210),	272,784.02
\$2,423,284.02	Grand Total,	\$2,423,284.02

Important Changes During the Year.

None.

Contracts, Agreements, etc.

All contracts, etc., are by Lessee Company.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From —	To —	Miles.	
First Mortgage.	Naugatuck Junc.	Winsted.	56.55	\$2,653

Employees and Salaries.

General officers, 2. No compensation.

Description of Equipment.

Included in report of Lessee Company.

Mileage.

Mileage of line owned by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Connecticut.	56.55	4.44	60.99	60.99

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
From—	To—	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
Naugatuck Junc., Watertown,	Winsted. Waterbury.	56.55 4.44	244 8	31.93 2.46	24.62 1.98
Total,		60.99	252	34.39	26.60

PROFILE.

Length of Level Line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	N	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
8.79	64	929	36.50	42	230	11.26
.30	5	219	3.84	3	6	.30
9.09	69	1,148	40.34	45	236	11.56

GAUGE OF TRACK — 4 feet 8½ inches; 60.99 miles.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, William D. Bishop, President, and William L. Squire, Treasurer, of the Naugatuck Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

Subscribed and sworn to by W. D. Bishop before me this day of September, 1902.

WILLIAM L. SQUIRE,
Treasurer.

Subscribed and sworn to by W. L. Squire before me this 9th day of September, 1902.

AVERY CLARK,
Notary Public.

THE NEW ENGLAND RAILROAD COMPANY.

History.

Name of common carrier making this report: The New England Railroad Company.

Date of organization: August 26, 1895.

Under laws of what Government, State, or Territory organized: Massachusetts, Laws of 1895, Chapter 484. Connecticut, Laws of 1895, page 8.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized:

Formed by the organization of the purchasers and the associates of the purchasers of the property and franchises of the New York & New England Railroad Company, said property and franchises having been sold under decrees of court for the foreclosure of the second mortgage of the said railroad company, and having been transferred by the aforesaid purchasers of The New England Railroad Company in consideration of the issue of its preferred stock in the sum of five million dollars (\$5,000,000), and of its common stock in the sum of twenty million dollars (\$20,000,000).

NOTE.

Memorandum of laws confirming the organization of The New York & New England Railroad Company, and acts amendatory thereto:

MASSACHUSETTS.

Laws of 1873, chapter 289; laws of 1880, chapter 17; laws of 1880, chapter 260; laws of 1882, chapter 240; laws of 1884, chapter 85; laws of 1887, chapter 201; laws of 1888, chapters 81 and 301; laws of 1889, chapter 348; laws of 1890, chapter 340.

CONNECTICUT.

Laws of 1873, vol. 7, p. 466; laws of 1875, vol. 7, p. 913; laws of 1877, vol. 8, p. 67 and 72; laws of 1880, vol. 8, p. 353; laws of 1880, vol. 8, p. 411; laws of 1881, vol. 9, p. 64; laws of 1882, vol. 9, p. 676; laws of 1884, vol. 9, p. 999; laws of 1889, vol. 9, p. 1107.

RHODE ISLAND.

Laws of 1873, p. 13; laws of 1882, p. 223; laws of 1884, p. 204.

NEW YORK.

Laws of 1895, chapter 454.

What carrier operates the road of this company? The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
ROYAL C. TAFT,	Providence, R. I.	October 23, 1902.
JOHN M. HALL,	New Haven, Conn.	" "
*LEVERETT BRAINARD,	Hartford, Conn.	" "
CARLOS FRENCH,	Seymour, Conn.	" "
J. PIERPONT MORGAN,	New York City, N. Y.	" "
FAYETTE S. CURTIS,	Boston, Mass.	" "
EDWARD D. ROBBINS,	Hartford, Conn.	" "
EDWARD G. BUCKLAND,	Providence, R. I.	" "
CHARLES F. BROOKER,	Torrington, Conn.	" "
†HENRY S. LEE,	Springfield, Mass.	" "
GEORGE J. BRUSH,	New Haven, Conn.	" "

Total number of stockholders at date of last election: 51.

Date of last meeting of stockholders for election of directors: October 24, 1901.

Post-office address of general office: Boston, Mass.

Name and address of officer to whom correspondence regarding this report should be addressed: H. M. Kochersperger, Comptroller N. Y., N. H. & H. R. R. Co., New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	JOHN M. HALL,	New Haven, Conn.
Vice-President,	EDWARD D. ROBBINS,	Hartford, Conn.
Secretary,	JAMES W. PERKINS,	Boston, Mass.
Treasurer,	GEORGE B. PHIPPEN,	" "

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the Income account (p. 219):

Name.	TERMINALS.		By what Company Operated.	Under What Kind of Contract Operated.	Miles of Line.
	From —	To —			
The New England, .	Boston, Mass.,	Hopew'l J'n, N.Y.	N.Y., N. H. & H.R.R.	99 yr. lease.	213.56
" " "	Wicopee J'n, N.Y.	Fishkill Ldg., N.Y.	" "	" "	1.71
Providence Branch, .	Providence, R. I.	Willimantic, Ct.	" "	" "	57.76
Woonsocket " .	Cook St., Newton,	Woonsocket, R. I.	" "	" "	23.67
Southbridge " .	E. Thompson, Ct.,	Southbridge, Ms.	" "	" "	17.36
Dedham " .	Dedham J'n, Ms.,	Dedham, Mass.	" "	" "	1.53
" " "	Islington, Mass.,	" "	" "	" "	2.00
Melrose " .	Melrose, Conn.,	West st., R'kville	" "	" "	7.22
Springfield " .	E. Hartford, Ct.,	Junc.B. & A.R.R.	" "	" "	
South Boston Freight Branch in Boston,	.....	Spgrld, Mass.	" "	" "	23.31
					1.04
Total Mileage,					359.16

* Mr. Brainard died July 2, 1902.

† Mr. Lee died March 29, 1902.

Property Leased, or Otherwise Controlled for Operation.

This Company's road is operated by the New York, New Haven & Hartford Railroad Company under lease dated May 10, 1893, for ninety-nine years from July 1, 1898.

The New York, New Haven & Hartford Railroad Company own a majority of both the common and preferred stock.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . .	200,000	\$100.00	\$20,000,000.00	\$20,000,000.00
Preferred, . .	50,000	100.00	5,000,000.00	5,000,000.00
Total, . .	250,000	.....	\$25,000,000.00	\$25,000,000.00

DIVIDENDS DECLARED DURING YEAR.

Rate.	Amount.
3 per cent.	\$150,000.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.
Issued for property rights and franchises, { Common, . . Preferred, . .	200,000 50,000
Total,	250,000

NOTE.— Issued under an act of the Legislature of the State of Connecticut, entitled “ An Act to provide for the Incorporation of Purchasers of the Property and Franchises of the New York & New England Railroad Company,” approved March 7, 1895 ; and under an act of the Legislature of the Commonwealth of Massachusetts, entitled similarly to the Connecticut Act above referred to and approved June 5, 1895.

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
Con. Mtge. Bonds,	Sept. 2 1895	July 1 1945	\$17,500,000	\$5,000,000	\$5,000,000	*
Miscel. Obligat'ns,	.....	.....	.....	11,500,000	11,500,000	.....
Total, . . .	.....	.....	\$17,500,000	\$16,500,000	\$16,500,000	.....

* Issued for property rights and franchises.

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5 per cent.	January and July.	\$250,000.00	\$250,000.00
Misc. Oblig'ns, .....	.....	720,000.00	720,000.00
Total, . . .	.....	\$970,000.00	\$970,000.00

NOTE 1.—The New England Railroad Company holds its title subject to a mortgage given by the New York & New England Railroad Company dated January 1, 1896, for \$10,000,000, maturing Jan. 1, 1905; and holds a portion of its Boston Terminals subject to mortgages given by the New York & New England Railroad Company for \$1,500,000. See balance sheet.

Interest accrued and paid during the year, \$970,000.

NOTE 2.—Issued under an act of the Legislature of the State of Connecticut, entitled "An Act to provide for the Incorporation of Purchasers of the Property and Franchises of the New York & New England Railroad Company," approved March 7, 1895; and in accordance with the third article and the fifth article of the Articles of Association set forth in the Certificate of Incorporation of the New England Railroad Company, filed in the office of the Secretary of State of State of Connecticut, in compliance with the act aforesaid.

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bonds (p. 217),	\$5,000,000	\$5,000,000	\$250,000	\$250,000
Mis. Obligat'ns (p. 217),	11,500,000	11,500,000	720,000	720,000
Total,	\$16,500,000	\$16,500,000	\$970,000	\$970,000

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.	Current Liabilities accrued to and including June 30, 1902.
Other Cash Assets (excluding "Materials and Supplies"), \$886,214.08	Matured Interest Coupons unpaid, \$200.00
Special Fund, 200.00	Miscellaneous, 35,957.22
	Total, Current Liabilities, \$36,157.22
	Balance, Cash Assets, 850,256.86
Total Cash and Current Assets, . . . \$886,414.08	Total, \$886,414.08

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 216), .	\$25,000,000.00	\$25,000,000.00	359.16	\$69,606.86
Bonds,	16,500,000.00	16,500,000.00	359.16	45,940.53
Total,	\$41,500,000.00	\$41,500,000.00	359.16	\$115,547.39

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1901.	Total Cost to June 30, 1902.	Cost per Mile.
Total Cost Construction, Equip- ment, etc.,	\$28,798,192.15	\$28,798,192.15	\$80,182.07

Income Account.

Increase from Lease of Road,	\$1,120,000.00	
Total Income,		\$1,120,000.00
Deduction from Income :		
Interest on Funded Debt accrued (p. 217),	\$970,000.00	
Total Deduction from Income,		970,000.00
Net Income,		150,000.00
Dividends, 3 per cent., Preferred Stock (p. 216),		150,000.00
Deficit on June 30, 1901 [for entry on "General Balance Sheet," p. 219],		351,550.99
Deficit on June 30, 1902 [for entry on "General Balance Sheet"],		\$351,550.99

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Decrease Year ending June 30, 1902.
\$28,798,192.15	Cost of Road (p. 219),	\$28,798,192.15	.....
11,500,000.00	Stocks owned (p. 217), Under- lying Liens, being Mortgage of the New York & New Eng- land R. R. Co.,	11,500,000.00	.....
886,869.08	Cash and Current Assets (p. 218),	886,414.08	455.00
351,550.99	Profit and Loss (p. 219),	351,550.99	.....
\$41,536,612.22	Grand Total,	\$41,536,157.22	\$455.00

Comparative General Balance Sheet. — Continued.

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	Decrease Year ending June 30, 1902.
\$25,000,000.00	Capital Stock (p. 216),	\$25,000,000.00	.....
5,000,000.00	Funded Debt (p. 217),	5,000,000.00	.....
11,500,000.00	Mortgage Debt of the New York & New England Railroad Company, . .	11,500,000.00	.....
36,612.22	Current Liabilities (p. 218),	36,157.22	\$455.00
\$41,536,612.22	Grand Total,	\$41,546,157.22	\$455.00

Important Changes During the Year.

Included in report of New York, New Haven & Hartford R. R. Co.

Contracts, Agreements, etc.

Included in report of New York, New Haven & Hartford R. R. Co.

Security for Funded Debt.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.	What Income or Securities Mortgaged.
Consolidated Mortgage Bonds.	All property owned.	359.16	None.

Employees and Salaries.

Included in report of New York, New Haven & Hartford R. R. Co.

Mileage.

Mileage of line owned by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Massachusetts,	50.63	52.32	102.95	102.95
Connecticut,	134.17	64.70	198.87	198.87
New York,	30.47	.....	30.47	30.47
Rhode Island, . . . .	.....	26.87	26.87	26.87
Total mileage owned, .	215.27	143.89	359 16	359.16

GAUGE OF TRACK — 4 feet 8½ inches ; 359.16 miles.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, John M. Hall, President, and H. M. Kochersperger, Comptroller, of the New England Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company ; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief ; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts ; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JOHN M. HALL,
President.

H. M. KOCHERSPERGER,
Comptroller.

Subscribed and sworn to before me this 15th day of September, 1902.

A. S. MAY,
Notary Public.

NEW HAVEN & DERBY RAILROAD COMPANY.

History.

Name of common carrier making this report: New Haven & Derby Railroad Company.

Date of organization: Aug. 24, 1867.

Under laws of what Government, State, or Territory organized: General railroad laws, State of Connecticut.

What carrier operates the road of this Company? New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.
S. E. MERWIN,	New Haven, Conn.	Last Wednesday in Oct., 1902.
N. D. SPERRY,	" "	" "
FRANKLIN FARRELL,	Ansonia, "	" "
THOMAS WALLACE,	" "	" "
J. PIERPONT MORGAN,	New York,	" "
WM. ROCKEFELLER,	" "	" "
JOHN M. HALL,	New Haven, Conn.	" "
WILLIAM E. BARNETT,	" "	" "
GEORGE J. BRUSH,	" "	" "

Total number of stockholders at date of last election: 24.

" " " " in Connecticut, 21.

Stock held in Connecticut, 4,466 shares.

Date of last meeting of stockholders for election of directors, Oct. 30, 1901.

Post-office address of general office, New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: W. L. Squire, Treasurer, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	JOHN M. HALL,	New Haven, Conn.
Vice-President,	WILLIAM E. BARNETT,	" "
Secretary,	H. M. KOCHERSPERGER,	" "
Treasurer,	W. L. SQUIRE,	" "

Property Operated.

None.

Property Leased, or Otherwise Assigned for Operation.

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To —			
New Haven & Derby Railroad.	New Haven, Derby,	Ansonia. Huntington.	New York, New Haven & Hartford.	Lease.	12.90 3.79
Total Mileage,					16.69

Property Leased, or Otherwise Controlled for Operation.

All the railroad and property of the Company leased to the New York, New Haven & Hartford Railroad Company for 99 years from July 1, 1892. Annual rental, 3% dividends on the capital stock to and including June 30, 1895, and 4% thereafter during term of lease, interest on funded debt, all taxes and assessments.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	7,000	\$100.00	\$700,000.00	\$447,000.00	4%	\$17,880

Manner of Payment of Capital Stock.	Total number Shares issued and Outstanding.	Total Cash Realized.
Issued for Cash: Common,	4,470	\$447,000.00

Of the \$1,280,000 of bonds here reported, \$705,000 matured on February 1, 1900, and were paid by the N. Y., N. H. & H. R. R. Co., Lessee, and held by that Company as an indebtedness against the New Haven & Derby Railroad Company.

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mortgage,	1870	1900	\$225,000.00	\$225,000.00	\$225,000.00	\$225,000.00
Consol'd Mtg.,	1888	1918	800,000.00	575,000.00	575,000.00	575,000.00
Mtg. Certificate,	1888	1900	480,000.00	480,000.00	480,000.00	480,000.00
Total,	.....	.....	\$1,505,000.00	\$1,280,000.00	\$1,280,000.00	\$1,280,000.00

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
7 per cent.	February and August.	.....	.....
5 per cent.	May and November.	\$28,750.00	\$28,750.00
6 per cent.	February and August.	.....	.....
Total,	.....	\$28,750.00	\$28,750.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mtg. Bonds (p. 224),	\$1,280,000.00	\$1,280,000.00	\$28,750.00	\$28,750.00

Current Assets and Liabilities.

None.

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 223),	\$447,000.00	\$447,000.00	16.69	\$26,782.00
Bonds (p. 224), . . .	1,280,000.00	1,280,000.00	16.69	76,693.00
Total,	\$1,727,000.00	\$1,727,000.00	.....	\$103,475.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1901.	Total Cost to June 30, 1902.	Cost per Mile.
Total Construction,	\$1,559,391.10	\$1,559,391.10	\$93,432.61
Total Equipment,	200,675.62	200,675.62	12,023.70
Grand Total Cost Construction, } Equipment, etc., }	\$1,760,066.72	\$1,760,066.72	\$105,456.31

Income Account.

Income from Lease of Road,	\$46,630.00	
Total Income,		\$46,630.00
Deductions from Income:		
Interest on Funded Debt Accrued, (p. 224),	\$28,750.00	
Total Deductions from Income,		28,750.00
Net Income,		\$17,880.00
Dividends, 4 per cent., Common Stock (p. 223),	\$17,880.00	
Total,		17,880.00
Surplus on June 30, 1901 [from "General Balance Sheet," 1901 report],		\$28,275.05
Surplus on June 30, 1902 [for entry on "General Balance Sheet,"] (p. 226),		28,275.05

Stocks Owned.

None.

Bonds Owned.

None.

Miscellaneous Income.

None.

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.
\$1,559,391.10	Cost of Road (p. 225),	\$1,559,391.10
200,675.62	Cost of Equipment (p. 225),	200,675.62
\$1,760,066.72	Grand Total,	\$1,760,066.72

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.
\$447,000.00	Capital Stock (p. 223),	\$447,000.00
1,280,000.00	Funded Debt (p. 224),	1,280,000.00
4,791.67	Accrued interest on funded debt not yet pay- able,	4,791.67
28,275 05	Profit and Loss (p. 225),	28,275.05
\$1,760,066 72	Grand Total,	\$1,760,066.72

Important Changes during the Year.

None.

Contracts, Agreements, etc.

None.

Security for Funded Debt.

Class of Bond or Obligation.	What Road Mortgaged.	Miles.	Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.	What Income and Securities Mortgaged.
First Mortgage, . . .	All.	16.69	\$13,481.00	All.	None.
Consolidated Mortgage,	"	16.69	34,452.00	"	"
Mortgage Certificates,	"	16.69	28,760.00	"	"

Employees and Salaries.

General officers, 4. Compensation, None.

Description of Equipment.

Included in report of Lessee Company.

Mileage.

Mileage of Line owned by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Connecticut,	12.90	3.79	16.69	16.69

Characteristics of Road.

Included in report of Lessee Company.

GAUGE OF TRACK — 4 feet 8½ inches; 16.69 miles.

Telegraph.

Included in report of Lessee Company.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, John M. Hall, President, and W. L. Squire, Treasurer, of the New Haven & Derby Railway Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JOHN M. HALL,
President.

W. L. SQUIRE,
Treasurer.

Subscribed and sworn to before me this 15th day of September, 1902.

A. S. MAY,
Notary Public.

NEW HAVEN & NORTHAMPTON COMPANY.

History.

Name of common carrier making this report: The New Haven & Northampton Company.

Date of organization: 1862.

Under laws of what Government, State, or Territory organized: Under the laws of the States of Massachusetts and Connecticut (Massachusetts Special Laws, vol. ii, pp. 286, 653; Massachusetts Special Laws, vol. xii, pp. 25, 736, 822; Massachusetts Special Laws, vol. xiii, p. 484; Massachusetts Special Laws, vol. xiv, pp. 386, 485, 623; Massachusetts Special Laws, vol. xv, pp. 677, 1430; Connecticut Private Laws, vol. v, pp. 460, 724; Connecticut Special Laws, vol. vi, pp. 217, 303, 733; Connecticut Special Laws, vol. vii, pp. 267, 871, 987; Connecticut Special Laws, vol. viii, pp. 296, 419, 420; Connecticut Private Acts, 1870, pp. 146, 198; Connecticut Special Acts, 1875, p. 130; Connecticut Special Acts, 1876, p. 119).

If a consolidated company, name the constituent companies: The constituent companies were the original New Haven & Northampton Company (Massachusetts Special Laws, vol. vii, pp. 675, 691; Connecticut Private Laws, vol. i, p. 308; Connecticut Private Laws, vol. iii, p. 294; Connecticut Private Laws, vol. iv, pp. 888, 982, 983, 984, 985, 1384; Connecticut Private Acts, 1847, p. 104). The Hampden R. R. Company (Massachusetts Special Laws, vol. ix, p. 546). The Northampton & Westfield Railroad Corporation (Massachusetts Special Laws, vol. ix, p. 561). The Hampshire & Hampden Railroad Corporation (Massachusetts Special Laws, vol. ix, pp. 767, 773; Massachusetts Special Laws, vol. x, pp. 552, 742, 922). And the Farmington Valley Railroad Company (Private Laws of Connecticut, vol. iv, pp. 893, 896; Connecticut Private Acts, 1858, p. 125; Connecticut Private Acts, 1862, p. 94; Connecticut Private Acts, 1867, p. 275).

Date and authority for each consolidation: In 1853. The Hampden R. R. Co. with the Northampton & Westfield R. R. Corporation, forming the Hampshire & Hampden Railroad Corporation; in 1862, the Hampshire & Hampden Railroad Corporation with the original New Haven & Northampton Company, and in 1862 with the Farmington Valley Railroad Company. For authority for each consolidation see Acts above cited.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized: Originally in Connecticut. The President, Directors, and Company of the Farmington Canal (Private Laws of Connecticut, vol. i, pp. 300, 307, 308, 318), and in Massachusetts, the Hampshire & Hampden Canal Company (Massachusetts Special Laws, vol. vi, pp. 40, 320, 702, 829; Massachusetts Special Laws, vol. vii, p. 186).

What carrier operates the road of this company: The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-Office Address.	Date of Expiration of Term.
JOHN M. HALL,	New Haven, Conn.	January 7, 1903.
GEORGE J. BRUSH,	" "	" "
A. HEATON ROBERTSON,	" "	" "
SAMUEL E. MERWIN,	" "	" "
WILLIAM E. BARNETT,	" "	" "
FAYETTE S. CURTIS,	Boston, Mass., So. Term. Sta.	" "
JOHN C. HAMMOND,	Northampton, Mass.	" "
WILLIAM L. SQUIRE,	New Haven, Conn.	" "
ARTHUR D. OSBORNE,	" "	" "

Total number of stockholders at date of last election: 9.

Date of last meeting of stockholders for election of directors: January 1, 1902.

Post-office address of general office: New Haven, Conn.

Post-office address of operating office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: Edward A. Ray, Secretary and Treasurer, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	JOHN M. HALL,	New Haven, Conn.
First Vice-President,	WILLIAM E. BARNETT,	" "
Secretary-Treasurer,	EDWARD A. RAY,	" "

Managed by officers of the New York, New Haven & Hartford Railroad Company.

Property Operated.

Operated by Lessees.

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 232):

Name.	TERMINALS.		By What Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To —			
N. H. & Northampton.	New Haven	Conway Jc.	New York, New Haven & Hartford R. R. Co.	Lease 99 yrs.	94.64
Collinsville Branch.	Farmington	N. Hartford.	do. do.	"	14.09
Williamsburg Branch.	N'rthampton	Williamsb'g.	do. do.	"	7.51
Turners Falls Branch.	So. Deerfield	Turners Falls.	do. do.	"	10.07
and the leased Holyoke & Westfield.	Westfield	Holyoke.	do. do.	"	10.32
Total Milcage,					136.63

Property Leased, or Otherwise Controlled for Operation.

Leased to the New York, New Haven & Hartford Railroad Company for ninety-nine years from the first day of April, 1887, at one per cent. on the capital stock for three years; two per cent. on the capital stock for cond three years; three per cent. on the capital stock for third three years, and four per cent. thereafter, and interest on bonds issued or guaranteed by the lessors, and all taxes, rates, etc., as assessed or imposed.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	50,000	\$100.00	\$5,000,000.00	\$2,460,000.00	4 per ct.	\$98,400.00

Manner of Payment for Capital Stock.	Total Number of Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: Approximate,	18,820	\$1,882,000.00
Issued for Construction: Approximate,	5,780	578,000.00
Total,	24,600	\$2,460,000.00

Funded Debt.

Class of Bond or Obligation.	Time.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding	Cash Realized on Amount Issued.
	Date of Issue	When Due.				
Mtg. & Sinking Fund,	1879	1909	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000
Northern Extension,	1881	1911	700,000	700,000	700,000	700,000
Convertible,* . . .	1886	1904	700,000	700,000	700,000	700,000
Total, . . . . .	.....	.....	\$2,600,000	\$2,600,000	\$2,600,000	\$2,600,000

* By subsequent agreement with holders convertible rights were canceled.

Funded Debt.—Continued.**INTEREST.**

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
6 per cent.	April and October.	\$72,000.00	\$72,000.00
5 per cent.	April and October.	35,000.00	35,000.00
5 per cent.	January and July.	35,000.00	35,000.00
.....	Total,	\$142,000.00	\$142,000.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during year.
Mtge. Bonds (p. 230),	\$1,900,000.00	\$1,900,000.00	.....	.....
Mis. Obliga. (p. 230),	700,000.00	700,000.00	.....	.....
Total,	\$2,600,000.00	\$2,600,000.00	\$142,000.00	\$142,000.00

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1902.
Cash, \$762.04	Current Liabilities, . . . \$762.04

Recapitulation.*a.* For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 230), . . .	\$2,460,000.00	\$2,460,000.00	126.31	\$19,476.00
Bonds (p. 230),	2,600,000.00	2,600,000.00	126.31	20,584.00
Total,	\$5,060,000.00	\$5,060,000.00	.....	\$40,060.00

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to October 1, 1837, When Leased.
Total Construction,	*\$5,731,586.62
Equipment:	
Locomotives,	317,419.96
Passenger Cars,	} 130,405.59
Sleeping, Parlor, and Dining Cars,	
Baggage, Express, and Postal Cars,	
Freight Cars,	392,351.51
Steam Excavator,	10,253.56
Total Equipment,	\$850,430.62
Grand Total Cost Construction, Equipment, etc.,	\$6,582,017.24

* We have no accounts from which we can give details as called for on opposite page.

Income Account.

Income from lease of road:

Interest on Bonds,	\$142,000.00
Dividend on Stock,	98,400.00
Rent of H. & W. R. R.,	40,265.25
Contribution to Sinking Fund,	15,000.00
Dividends on Stocks owned (p. 233),	2,668.00
Total Income,	\$298,333.25

Income Account. — Continued.**Deductions from Income :**

Salaries and Maintenance of Organization,	\$333.50	
Interest on Funded Debt Accrued (p. 231),	142,000.00	
Rents paid for Lease of Road (p. 234),	40,265.25	
Other Deductions: Contributions to Sinking Fund,	15,000.00	
Total Deductions from Income,		\$197,598.75
Net Income,		100,734.50
Dividends, 4%, Common Stock (p. 230),		98,400.00
Surplus from Operations of Year ending June 30, 1902,		2,334.50
Surplus on June 30, 1901 (From "General Balance Sheet," 1901 Report),		1,548,057.28
Surplus on June 30, 1902 (For entry on "General Balance Sheet," p. 234),		1,550,391.78

Stocks Owned.*a.* **Railway Stocks:**

Name.	Total Par Value.	Rate.	Income or Dividend Received.
Holyoke & Westfield R. R.,	\$20,000.00	12%	\$2,400.00
N. Y., N. H. & H. R. R.,	3,100.00	8%	208.00
<i>b.</i> Other Stocks:			
Southington Water Co.,	1,000.00	6%	60.00
Grand Total — <i>a</i> and <i>b</i> ,	\$24,100.00	.....	\$2,668.00

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income.

None.

Operating Expenses.

Reported by Lessees.

Rentals Paid.*a.* Rents paid for lease of road:

Name of Road.	Interest on Bonds Guaranteed.	Cash for 50 per cent. Earnings.	Total.
Holyoke & Westfield R. R.	\$8,000.00	\$32,265.25	\$40,265.25

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Increase year ending June 30, 1902.
\$5,731,586.62	Cost of Road (p. 232), . . .	\$5,731,586.62	.
850,430.62	Cost of Equipment (p. 232), . .	850,430.62	.....
25,488.75	Stocks Owned (p. 233), . . .	27,612.50	\$2,123.75
551.29	Cash and Current Assets (p. 231),	762.04	210.75
330,000.00	Sinking Fund,	345,000.00	15,000.00
\$6,938,057.28	Grand Total,	\$6,955,391.78	\$17,334.50

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase year ending June 30, 1902.
\$2,460,000.00	Capital Stock (p. 230), . . .	\$2,460,000.00	.....
2,600,000.00	Funded Debt (p. 230), . . .	2,600,000.00	.....
330,000.00	Sinking Fund,	345,000.00	\$15,000.00
1,548,057.28	Profit and Loss (p. 233), . . .	1,550,391.78	2,334.50
\$6,938,057.28	Grand Total,	\$6,955,391.78	\$17,334.50

Important Changes During the Year.

Reported by Lessees.

Contracts, Agreements, etc.

Reported by Lessees.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.	What Equipment Mortgaged.
	From —	To —	Miles.		
Mortgage and Sinking Fund, \$1,200,000.00.	New Haven Farmington Northampton So. Deerfield	Williamsburg.	83.84	All.
Northern Ext'n, \$700,000.00.		New Hartford.	14.09	.....
		Conway Junc.	18.31	.....
		Turners Falls.	10.07	.....
			126.31	\$15,042.35	

Employees and Salaries.

General Officers — Secretary and Treasurer,	Total Yearly Compensation. \$100.00
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Traffic and Mileage Statistics.

Reported by Lessees.

Freight Traffic Movement.

Reported by Lessees.

Description of Equipment.

Reported by Lessees.

Mileage.

Mileage of line owned, by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.
	Main Line.	Branches and Spurs.	
Connecticut,	51.26	39.70	.....
Massachusetts,	43.38	44.65	.....
Total Mileage Owned,	94.64	84.35	179.99

Accidents.

Reported by Lessee.

Characteristics of Road.

WORKING DIVISIONS OR BRANCHES.			ALIGNMENT.		
From —	To —	Miles.	Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
New Haven .	Conway Junc.	94.64	159	24.16	70.48
Northampton .	Williamsburg.	7.51	25	3.20	4.31
So. Deerfield .	Turner's Falls.	10.07	16	2.14	7.93
Farmington .	New Hartford.	14.09	44	7.71	6.38
Westfield .	Holyoke.	10.32	15	2.05	8.27
Total, .	.....	136.63	259	39.26	97.37

PROFILE.

Length of Level Line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
30.48	57	1,028	37.74	49	800	26.42
4.37	3	368	7.14	.....	.....	.....
4.54	8	81	2.81	5	116	2.72
2.30	12	243	9.33	6	67	2.46
3.14	5	190	3.63	2	225	3.55
44.83	85	1,910	60.65	62	1,208	35.15

Characteristics of Road. — Continued.**BRIDGES, TRESTLES, TUNNELS, ETC.**

Item.	Number.	AGGREGATE LENGTH.	
		Feet.	Inches.
Bridges :			
Stone,	31	457	3
Iron,	77	5,013	7
Wooden,	8	545	..
Total,	116	6,016	10

OVERHEAD HIGHWAY AND RAILROAD CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings: — Bridges,	30	14	..
Conduits,	1	14	3
Total,	31	..	..
Overhead Railway Crossings: — Bridges,	4	14	..

GAUGE OF TRACK — 4 feet 8½ inches; 126.31 miles.

Telegraph.

Owned by another company, but located on property of road making this report :

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
126.31	126.31	Western Union Tel. Co.	Western Union Tel. Co.

Car Mileage.

Reported by Lessee.

Taxes and Assessments of All Kinds.

Reported by Lessee.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, William E. Barnett, Vice-President, and Edward A. Ray, Treasurer, of the New Haven & Northampton Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

WILLIAM E. BARNETT,
Vice-President.

EDWARD A. RAY,
Treasurer.

Subscribed and sworn to before me this 9th day of September, 1902.

AVERY CLARK,
Notary Public.

NEW LONDON NORTHERN RAILROAD COMPANY.

History.

Name of common carrier making this report : New London Northern Railroad Company.

Date of organization : May 31, 1860.

Under laws of what Government, State, or Territory organized : States of Massachusetts and Connecticut.

If a consolidated company, name the constituent companies : New London Northern Railroad Company and Amherst, Belchertown & Palmer Railroad Company.

Date and authority for each consolidation : February 4, 1860, Acts of Massachusetts and Connecticut.

If a reorganized company, give name of original corporation, and refer to laws under which it was organized : New London, Willimantic & Palmer Railroad Company.

What carrier operates the road of this company : Central Vermont Railway Company.

Organization.

Names of Directors.	Post-Office Address.	Expiration of Term.
ROBERT COIT,	New London, Conn.,	February, 1903.
AUGUSTUS BRANDEGEE,	" "	" "
C. H. OSGOOD,	Norwich, "	" "
JAMES A. RUMRILL,	Springfield, Mass.,	" "
THOMAS B. EATON,	Worcester, "	" "
E. C. SMITH,	St. Albans, Vt.,	" "
JOHN C. AVERILL,	Norwich, Conn.,	" "
GUILFORD SMITH,	South Windham, Conn.,	" "

Total number of stockholders at date of last election : 380.

Date of last meeting of stockholders for election of directors : February 5, 1902.

Post-office address of general office : New London, Conn.

Post-office address of operating office : St. Albans, Vt.

Name and address of officer to whom correspondence regarding this report should be addressed : J. A. Southard, Secretary, New London, Conn.

Officers.

Title.	Names.	Location of Office.
President,	ROBERT COIT,	New London, Conn.
Secretary,	J. A. SOUTHARD,	" "
Treasurer,	ROBERT COIT,	" "
Attorney, or General Counsel,	AUGUSTUS BRANDEGEE,	" "

Officers of Lessees.

Auditor,	M. M. REYNOLDS,	St. Albans, Vt.
General Manager,	E. H. FITZHUGH,	" "
Superintendent,	C. E. SOULE,	" "
Asst. Superintendent,	E. D. NASH,	New London, Conn.
Supt. of Telegraph,	M. M. MAGIFF,	St. Albans, Vt.
General Freight Agent,	J. E. DALRYMPLE,	" "
General Passenger Agent,	S. W. CUMMINGS,	" "

Property Operated.

(Lessee's Account.)

Name of every Railroad the operators of which are included in the Income Account p. 243):

Name.	TERMINALS.		Miles of Line for each Road named.
	From —	To —	
New London Northern,	New London, Conn.,	Brattleboro, Vt.	121

Property Leased, or Otherwise Assigned for Operation.

(Company's Account.)

Name of Railroad, the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 243):

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To —			
New London Northern.	New London,	Brattleboro, Vt.	Cent. Vermont.	Lease.	121
Brattleboro & Whitehall.	Brattleboro, Vt.	Londonderry, "	" "	"	36
Total Mileage,					157

Property Leased, or Otherwise Controlled for Operation.

(Company's Account.)

Leased to the Central Vermont Railroad Company (succeeded by Central Vermont Railway Company) for ninety-nine years from December 1, 1891, at a rental of \$211,000 per annum, lease assumed by Central Vermont Railway Company May 1, 1899. From August 1, 1899, \$2,552.50 annually, additional, for rental of Palmertown Siding.

Capital Stock.

(Company's Account.)

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	20,000	\$100.00	\$2,000,000.00	\$1,500,000.00	9 per ct.	\$135,000.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash : Common, . . . . .	.....	\$340,673.33
Issued for Bonds, . . . . .	.....	1,102,660.00
Issued for stock of Amherst, Belchertown, & Palmer Railroad, . . . . .	.....	56,666.67
Total,	15,000	\$1,500,000.00

Funded Debt.

(Company's Account.)

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
Consolidated, .	1880	1910	\$812,000	\$812,000	\$812,000	\$847,066.65
Consolidated, .	1885	1910	300,000	300,000	300,000	304,530.00
Consolidated, .	1892	1910	388,000	388,000	388,000	393,877.00
Grand Total, .	.....	.....	\$1,500,000	\$1,500,000	\$1,500,000	\$1,545,473.65

Funded Debt. — Continued.**INTEREST.**

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
5 per cent.	January and July.	\$40,600.00	\$40,600.00
4 per cent.	January and July.	12,000.00	12,000.00
4 per cent.	January and July.	15,520.00	15,520.00
Total, .	.....	\$68,120.00	\$68,120.00

Recapitulation of Funded Debt.

(Company's Account.)

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mtge. Bds. (p. 241),	\$1,500,000.00	\$1,500,000.00	\$68,120.00	\$68,120.00

Current Assets and Liabilities.

(Company's Account.)

Cash and Current Assets Available for Payment of Current Liabilities.		Current Liabilities Accrued to and Including June 30, 1902.	
Cash,	\$64,451.92	Loans and Bills Payable,	\$20,000.00
Due from Solvent Companies and Individuals,	999.99	Dividends not called for,	2,589.75
		Matured Interest Coupons unpaid,	474.34
		Total — Current Liabilities,	23,064.09
		Balance — Cash Assets,	42,387.82
Total,	\$65,451.91	Total,	\$65,451.91

Recapitulation.
(Company's Account.)

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 241),	\$1,500,000.00	\$1,500,000.00	121	\$12,396.69
Bonds (p. 241),	1,500,000.00	1,500,000.00	121	12,396.69
Total,	\$3,000,000.00	\$3,000,000.00	....	\$24,793.38

Cost of Road, Equipment, and Permanent Improvement.

(Company's Account.)

Item.	Total Cost to June 30, 1902.	Cost Per Mile.
Total Construction,	\$3,064,629.47	\$25,327.52
Total Equipment,	248,420.44	2,053.06
Grand Total Construction, Equipment, etc.,	\$3,313,049.91	\$27,380.58

Income Account.

(Company's Account.)

Income from Lease of Road,	\$213,552.49	
Interest,	562.09	
Total income,		\$214,114.58
Deductions from income:		
Salaries and Maintenance of Organization,	\$4,973.35	
Interest on Funded Debt accrued (p. 242),	68,120.00	
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for,	1,000.00	
Total Deductions from Income,		74,093.35
Net Income,		\$140,021.23
Dividends, 9 per cent., Common Stock (p. 241),		135,000.00
Surplus from Operations of year ending June 30, 1902,		5,021.23
Surplus on June 30, 1901 [from "General Balance Sheet," 1901 Report],		505,416.50
Surplus on June 30, 1902 [for entry on "General Balance Sheet," (p. 247)],		\$510,437.73

Earnings from Operation.

(Lessee's Account).

Item.	Total Receipts.	Deductions, Acc. of Repay- ments, etc.	Actual Earnings.
Passenger — Passenger Revenue,	\$198,678.61	.....	.....
Less Repayments — Tickets Redeemed, .....	.....	\$268.77	.....
Excess Fares refunded, . . . . .	.....	2,151.05	.....
Total Deductions, . . . . .	.....	\$2,419.82	.....
Total Passenger Revenue, . . . . .	.....	.....	\$196,258.79
Mail,	17,911.23	.....	.....
Express,	17,278.76	.....	.....
Extra Baggage and Storage,	1,939.94	.....	.....
	.....	.....	37,129.93
Total Passenger Earnings, . . . . .	.....	.....	\$233,388.72
Freight — Freight Revenue,	\$776,417.38	.....	.....
Less Repayments —			
Overcharge to Shippers, . . . . .	.....	34,924.22	.....
Total Deductions, . . . . .	.....	\$34,924.22	.....
Total Freight Revenue, . . . . .	.....	.....	741,493.16
Total Freight Earnings, . . . . .	.....	.....	.....
Total Passenger and Freight Earnings, .....	.....	.....	\$974,881.88
Other Earnings from Operation:			
Rents not otherwise provided for,	17,664.79	.....	.....
Total Other Earnings, . . . . .	.....	.....	\$17,664.79
Total Gross Earnings from Operation, } Entire Line, }	.....	.....	\$992,546.67

Bonds Owned.
(Company's Account.)

Name.	Total Par Value.	Rate.	Income or Interest Received.	Valuation.
Brattleboro & White Hall,*	\$150,000.00	6%	None.	\$150,000.00

* Not issued.

Operating Expenses.
(Lessees' Account.)

Item.	Amount.
Maintenance of Way and Structures:	
Repairs of Roadway,	\$47,540.07
Renewals of Rails,	7,583.10
Renewals of Ties,	7,251.45
Repairs and Renewals of Bridges and Culverts,	5,478.71
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards,	3,316.29
Repairs and Renewals of Buildings and Fixtures,	9,719.72
Repairs and Renewals of Docks and Wharves,	6,996.04
Repairs and Renewals of Telegraph,	426.02
Stationery and Printing,	147.78
Total,	\$88,459.18
Maintenance of Equipment:	
Superintendence,	\$5,905.81
Repairs and Renewals of Locomotives,	13,042.10
Repairs and Renewals of Passenger Cars,	4,144.06
Repairs and Renewals of Freight Cars,	9,758.46
Repairs and Renewals of Work Cars,	53.74
Repairs and Renewals of Shop Machinery and Tools,	513.78
Stationery and Printing,	285.12
Other Expenses,	2,103.00
Total,	\$35,806.07

Operating Expenses. — *Continued.*

Item.	Amount.
Conducting Transportation:	
Superintendence,	\$11,056.38
Engine and Roundhouse Men,	56,337.41
Fuel for Locomotives,	162,095.37
Water Supply for Locomotives,	4,298.39
Oil, Tallow, and Waste for Locomotives,	3,168.08
Other Supplies for Locomotives,	796.22
Train Service,	46,918.45
Train Supplies and Expenses,	9,458.97
Switchmen, Flagmen, and Watchmen,	21,199.15
Telegraph Expenses,	15,688.65
Station Service,	246,542.54
Station Supplies,	10,369.79
Car Mileage — Balance,	48,185.69
Hire of Equipment — Balance,	32,567.02
Loss and Damage,	25,946.62
Injuries to Persons,	7,268.19
Clearing Wrecks,	1,386.54
Advertising,	2,446.61
Outside Agencies,	16,168.64
Commissions,	854.16
Rents of Buildings and other Property,	19,510.40
Stationery and Printing,	7,024.39
Other Expenses,	837.69
Total,	\$750,123.35
General Expenses:	
Salaries of General Officers,	\$5,848.43
Salaries of Clerks and Attendants,	12,399.24
General Office Expenses and Supplies,	1,933.19
Insurance,	2,427.95
Law Expenses,	3,686.61
Stationery and Printing (General Offices),	1,171.20
Other Expenses,	189.71
Total,	\$27,656.33
Recapitulation of Expenses:	
Maintenance of Way and Structures,	\$88,459.18
Maintenance of Equipment,	35,806.07
Conducting Transportation,	750,125.35
General Expenses,	27,656.33
Grand Total,	\$902,046.93

Percentage of expenses to earnings — Entire line, 91.

Comparative General Balance-Sheet.

(Company's Account.)

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Increase, Year ending June 30, 1902.	Decrease, Year ending, June 30, 1902.
\$3,074,935.01	Cost of road (p. 243), .	\$3,064,629.47	.....	\$10,305.54
248,420.44	Cost of Equipment (p.243),	248,420.44	.....	.....
150,000.00	Bonds owned (p. 245), .	150,000.00	.....	.....
5,000.00	Steamboat property, .	5,000.00	.....	.....
59,851.64	Cash and Current Assets (p. 242),	65,451.91	\$5,600.27	.....
\$3,538,207.09	Grand Total, . . .	\$3,533,501.82	\$5,600.27	\$10,305.54

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase, Year ending June 30, 1902.	Decrease, Year ending June 30, 1902.
\$1,500,000.00	Capital Stock (p. 241), .	\$1,500,000.00	.....	.....
1,500,000.00	Funded Debt (p. 241), .	1,500,000.00	.....	.....
32,790.59	Current Liabilities (p.242),	23,064.09	.....	\$9,726.50
505,416.50	Profit and Loss (p. 243), .	510,437.73	\$5,021.23	.....
\$3,538,207.09	Grand Total, . . .	\$3,533,501.82	\$5,021.23	\$9,726.50

Security for Funded Debt—(p. 245).

(Company's Account.)

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.			Amount of Mortgage per Mile of Line.
	From—	To—	Miles.	
Consolidated, .	New London, Ct.	Brattleboro, Vt.	121	\$12,396.69

Employees and Salaries.

(Lessee's Account.)

Class.	No.	Total No. of Days Worked.	Total Yearly Compensation.	Av. Daily Compensation.
Other Officers,	1	365	\$1,875.00	\$5.14
General Office Clerks,	2	730	1,080.00	1.48
Station Agents,	34	12,410	19,452.00	1.57
Other Station Men,	335	96,020	111,617.93	1.16
Enginemen,	26	11,200	31,250.08	2.79
Firemen,	26	11,550	18,465.92	1.60
Conductors,	18	7,300	22,500.00	3.08
Other Trainmen,	45	14,750	27,521.16	1.87
Machinists,	20	6,300	12,340.42	1.96
Carpenters,	24	7,005	15,633.56	2.23
Other Shopmen,	8	3,600	4,885.18	1.36
Section Foremen,	32	8,002	14,200.22	1.77
Other Trackmen,	90	22,120	28,400.43	1.28
Switchmen, Flagmen, and Watchmen, .	60	18,002	20,286.69	1.13
Telegraph Operators and Dispatchers, .	19	6,100	12,954.35	2.12
All other Employees and Laborers, .	6	2,150	2,057.79	.96
Total (excluding "General Officers"), .	746	227,604	\$344,520.73	\$1.51
Distribution of above:				
General Administration,	3	1,095	2,955.00	2.70
Maintenance of Way and Structures, .	122	30,122	42,600.65	1.31
Maintenance of Equipment,	58	19,055	34,916.95	1.83
Conducting Transportation,	563	177,332	264,043.13	1.49
Total (excluding "General Officers"), .	746	227,604	\$344,520.73	1.51

Traffic and Mileage Statistics—Entire Line.

(Lessee's Account.)

Item.	No. Passengers, Tonnage, Car Mileage, Number Cars, etc.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue,	516,149			
No. of passengers carried one mile,	9,016,147			
No. of pass'gers carried 1 mile per mile of road,	73,005			
Average distance carried, miles,	17.47			
Total passenger revenue (p. 244),		196,258	79	
Average am't received from each passenger,			34	5.57
Average receipts per passenger per mile,			02	1.77
Total passenger earnings (p. 244),		233,388	72	
Passenger earnings per mile of road,		1,889	79	
Passenger earnings per train mile,			76	2.90
Freight Traffic:				
No. of tons carried of freight earning revenue (p. 244),	1,216,739			
No. of tons carried one mile,	56,063,720			
No. of tons carried one mile per mile of road,	453,957			
Average distance haul of one ton, miles,	46.08			
Total freight revenue (p. 244),		741,493	16	
Average am't received for each ton of freight,			60	9.41
Average receipts per ton per mile,			01	3.23
Total freight earnings (p. 244),		741,493	16	
Freight earnings per mile of road,		6,003	99	
Freight earnings per train mile,			1	53
Total Traffic:				
Gross earnings from operation		992,546	67	
Gross earnings from operat'n per mile of road,		8,036	82	
Gross earnings from operation per train mile,		1	25	7.80
Operating expenses (p. 246),		902,046	93	
Operating expenses per mile of road,		7,304	02	
Operating expenses per train mile,		1	14	3.11
Income from operation		90,499	74	
Income from operation per mile of road,		732	79	
Car Mileage, etc. ;				
Mileage of passenger cars,	964,765			
Average No. of passenger cars per train mile,	3.15			
Average No. of passengers per train mile,	29.00			
Mileage of loaded freight cars, No. or east, }	9,226,790			
Mileage of loaded freight cars, So. or west, }				
Mileage of empty freight cars, No. or east, }	1,307,996			
Mileage of empty freight cars, So. or west, }				
Average No. of freight cars per train mile,	21.80			
Average No. of loaded cars per train mile,	19.10			
Average No. of empty cars per train mile,	2.71			
Average No. of tons of freight per train mile,	116.03			
Average No. of tons of freight per loaded car mile,	6.08			
Average mileage operated during year,	123.50			
Train Mileage:				
Mileage of revenue passenger trains,	305,924			
Mileage of revenue freight trains,	483,190			
Total Revenue Train Mileage,	789,114			
Mileage of nonrevenue trains,	223,993			

Freight Traffic Movement—Entire Line.
(Lessee's Account.)

Commodity.	Freight Originating on this Road.	Freight Re- ceived from Connecting Roads and Other Car- riers.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Product of Agriculture:				
Grain,	1,435	22,300	23,735	1.95
Flour, . . . . .	.....	8,923	8,923	.73
Other Mill Products,	1,831	9,540	11,371	.93
Hay,	2,627	22,523	25,150	2.07
Products of Animals:				
Live Stock,	1,000	1,981	2,981	.25
Other Packing-house Products,	490	10,426	10,916	.90
Poultry, Game, and Fish,	206	1,308	1,514	.13
Wool,	464	4,016	4,480	.37
Hides and Leather,	698	10,269	10,967	.90
Products of Mines:				
Anthracite Coal, . . . . .	.....	29,468	29,468	2.42
Bituminous Coal, . . . . .	.....	66,207	66,207	5.44
Coke, . . . . .	.....	336	336	.03
Ores, . . . . .	.....	737	737	.06
Stone, Sand, and other like articles,	45,002	25,770	70,772	5.82
Products of Forest:				
Lumber,	37,894	32,776	70,670	5.81
Manufactures:				
Petroleum and other Oils, . . . . .	.....	6,742	6,742	.55
Sugar, . . . . .	.....	17,008	17,008	1.40
Iron, Pig and Bloom, . . . . .	.....	1,685	1,685	.14
Cement, Brick, and Lime,	3,410	7,078	10,488	.86
Agricultural Implements,	182	2,544	2,726	.22
Other Commodities of Manuf't's,	50,458	207,901	258,359	21.23
Merchandise:	19,625	478,621	498,246	40.95
Miscellaneous: Other commodities not mentioned above,	79,069	4,189	83,258	6.84
Total Tonnage—Entire Line,	244,391	972,348	1,216,739	100.00

Description of Equipment.

(Lessee's Account.)

Item.	Total No. at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
Locomotives:					
Passenger,	4	4	Westinghouse	3	Detroit
Freight,	9	9	"	6	Tower.
Switching,	1	1	"	2	"
				1	Detroit.
Total Locomotives in Serv.,	14	14	.....	12	.....
Cars in Passenger Service:					
First-class cars,	2	2	Westinghouse	2	Tower.
Second-class cars,	3	3	"	3	Tower.
Combination cars,	8	8	"	6	Miller.
Baggage, Express, and Postal Cars,	3	3	"	2	Tower.
				1	National.
Other Cars in Passenger Serv.,	6	6	"	4	Tower.
				2	Miller.
Total,	22	22	.....	22	.....
Cars in Freight Service:					
Box Cars,	44	..	.....	19	Trojan.
				25	Detroit.
Flat Cars,	15	1	Westinghouse	8	"
				7	Trojan.
Coal Cars,	125	9	"	59	"
				66	Detroit.
Total,	184	10	.....	184	.....
Cars in Company's Service :					
Derrick Cars,	1	..	.....	..	.....
Caboose Cars,	10	..	.....	10	Detroit.
Other Road Cars,	39	..	.....	3	"
Total,	50	..	.....	13	.....
Total Cars in Service,	256	32	.....	219	.....

Mileage.

Mileage of line owned, by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock. Main Line.	Total Mileage Owned.	Steel Rails.
Connecticut,	56.10	56.10	.....
Massachusetts,	54.90	54.90	.....
Vermont,	10.00	10.00	.....
Total Mileage,	121.00	121.00	121.00

Mileage of road operated (all tracks):

Line in Use.	Line Represented by Capital Stock. Main Line.	Iron Rails.	Steel Rails.
Miles of single track,	56.10	.....	56.10
Miles of yard track and sidings,	24.80	3.00	21.80
Total Mileage,	80.90	3.00	77.90

Renewals of Rails and Ties.

(Lessee's Account.)

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per Yard.	Average Price at Distribution Point.
Steel,	571½	72	\$24.00

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
.....	16,857	.40

Consumption of Fuel by Locomotives.

(Lessee's Account.)

Locomotives.	Bituminous Coal—Tons.	Hard Wood—Cords.	Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger, .	17,324	30	17,344	376,930	92.03
Freight, .	27,384	....	27,384	593,398	92.30
Switching, .	9,500	....	9,500	205,196	92.59
Construction,	1,677	....	1,677	12,194	27.50
Total, . . .	55,885	30	55,905	1,187,718	94.14

Average cost at distributing point: Coal, \$2.89; Wood, \$1.65.

Accidents to Persons.

(Lessee's Account.)

a. Accidents resulting from the movement of trains, locomotives, or cars.

EMPLOYEES.

Kind of Accident.	Trainmen Killed.	Trainmen Injured.	Shopmen Injured.	Total Killed.	Total Injured.
Coupling or Uncoupling,	..	2	1	..	3
Falling from Trains, Locomotives, or Cars, .	2	3	..	2	3
Jumping on or off Trains, Locomotives, or Cars,	..	3	..	..	3
Struck by Trains, Locomotives, or Cars, .	1	..	..	1	..
Overhead Obstructions,	..	2	..	..	2
Other Causes, . . .	..	4	..	..	4
Total,	3	14	1	3	15

Accidents to Persons.—Continued.**OTHERS.**

Kind of Accident.	Passengers Injured.	TRESPASSING.		TOTAL.	
		Killed.	Injured.	Killed.	Injured.
Collisions,	5	..	..	..	..
Jumping on or off Trains, Locomotives, or Cars,	1	..	..	..	..
At Highway Crossings, .	..	..	1	..	1
At other points along track, . . . . .	..	3	3	3	3
Other Causes, . . .	1	..	..	..	..
Total,	7	3	4	3	4

SUMMARY.

	Total Killed.	Total Injured.
Employees,	3	15
Passengers, . . . . .	..	7
Others,	3	4
Total,	6	26

b. Accidents arising from causes other than those resulting from the movement of trains, locomotives, or cars.

EMPLOYEES.

Kind of Accident.	Stationmen Injured.	Total Injured.
Handling Tools, Machinery, etc.,	1	1

Characteristics of Road.

(Lessee's Account.)

BRIDGES, TRESTLES, TUNNELS, ETC.

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges:							
Iron, . . .	30	2,167	3	13	4	208	3
Wooden, . .	15	603	8	12	4	192	5
Total, . . .	45	2,775	11	..	..	..	..
Trestles, . .	18	2,411	9	..	..	..	..

OVERHEAD CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings:			
Bridges,	3	14	11
Tunnels,	1	16	..

GAUGE OF TRACK—4 feet 8½ inches; 121. miles.

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
56	260	Western Union Tel. Co.	Western Union Tel. Co.

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON, } ss.

I, the undersigned, Robert Coit, President and Treasurer of the New London Northern Railroad Company, on my oath do say that the foregoing return has been prepared, under my direction, from the original books, papers, and records of said Company; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of my knowledge, information, and belief; and I further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

ROBERT COIT,
President and Treasurer.

Subscribed and sworn to before me this 15th day of September, 1902.

JUSTUS A. SOUTHARD,
Notary Public

NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY.

History.

The name of the common carrier making this report is the New York, New Haven & Hartford Railroad Company.

The date of the organization of the Company was August 6, 1872.

The Company was organized and exists under the laws of the States of Connecticut, Massachusetts, and Rhode Island (Conn. Pub. Acts, 1871, Chaps. 129, 144, 152; Mass. Acts and Res., 1872, Chap. 171; Conn. Special Acts, 1873, p. 6; Laws of N. Y., 1874, Chap. 362; Special Laws Conn., vol. vii, p. 688; do. vol. viii, p. 411; do. vol. ix, pp. 1026, 1032; do. vol. x, pp. 21, 80, 115, 212, 509, 1118, 1298, 1349, 1359; Conn. Pub. Acts, 1889, Chap. 166; Special Laws Conn., vol. xi, pp. 32, 575; Conn. Special Acts, 1895, pp. 348, 632; Rhode Island Acts and Res., Jan., 1892, p. 389; do. Jan., 1893, pp. 377, 379, 380; do. 1895, p. 165; do. 1900, p. 79; do. p. 94; Mass. Acts and Res., 1888, Chap. 263; do. 1893, Chap. 112; do. 1894, Chap. 226; do. 1895, Chaps. 189, 278, 464; do. 1896, Chaps. 257, 321, 516, 542; do. 1897, Chap. 519; do. 1898, Chap. 399; Conn. Pub. Acts, 1899, Chaps. 198, 226, Sec. 18; Conn. Spec. Acts, 1899, Chap. 50; Rhode Island Acts and Res., Jan. 1900, pp. 79, 94; do. May, 1900, p. 37; Mass. Acts and Res., 1901, Chaps. 231, 421, 507; Conn. Spec. Acts, 1901, Chap. 348).

The Company is a consolidation of the following constituent companies, to wit:

The New York & New Haven Railroad Company (Private Laws Conn., vol. iv, pp. 1020, 1012, 1017, 1098, 1025, 907, 912, 1029, 1031; Laws of N. Y., 1846, Chap. 195; do. 1848, Chap. 143; Conn. Private Acts 1866, p. 194; Special Laws of Conn., vol. vi, pp. 88, 137, 226, 319, 716, 677, 834; Conn. Pub. Acts 1871, Chaps. 129, 144, 152).

The Hartford & New Haven Railroad Company, which had itself been consolidated with The Hartford & Springfield Railroad Corporation in 1847; with The Branch Company in 1850; with The Middletown Railroad Company in 1850; with The Middletown Extension Railroad Company in 1861; with The New Britain & Middletown Railroad Company in 1868; and with The Windsor Locks & Suffield Railroad Company in 1871 (Private Laws Conn., vol. i, pp. 1002, 1005; do. vol. iv, pp. 898, 899, 900, 901, 967, 1012, 1017, 1018, 907, 912, 903; Mass. Special Laws, vol. 9, p. 448; Conn. Private Acts, 1855, p. 202; Private Laws Conn., vol. v, p. 32; Mass. Special Laws, vol. 12, p. 582; Special Laws of Conn., vol. vi, pp. 578, 791; Conn. Pub. Acts, 1871, Chaps. 129, 144; Private Laws Conn., vol. i, p. 1006; Conn. Private Acts, 1838, p. ; Private Laws Conn., vol. iv, pp. 916, 917, 918, 919; Conn. Private Acts, 1841, p. 82; Mass. Special Laws, vol. 8, pp. 116, 208, 321, 420, 809; Private Laws Conn., vol. iv, pp. 874, 934, 938; do. vol. v, p. 36; Conn. Private Acts 1859, p. 152; Private Laws Conn., vol. iv, pp. 954, 957; Conn. Pri-

vate Acts, 1858, p. 126; do. 1860, p. 97; do. 1862, p. 96; do. 1864, p. 158; Private Laws Conn., vol. v, p. 570; Special Laws Conn., vol. vi, pp. 323, 594).

The Stamford & New Canaan Railroad Company, successor of the New Canaan Railroad Company (Spec. Laws of Conn., vol. vi, pp. 22, 10; Conn. Spec. Acts, 1876, p. 66; Spec. Laws of Conn., vol. viii, p. 196; Conn. Spec. Acts, 1880, p. 75; Spec. Laws of Conn., vol. ix, p. 682; Spec. Laws of Conn., vol. ix, p. 859; Public Acts of Conn., 1883, Chap. 130; Gen. Stats. of Conn., Sec. 3471; Pub. Acts of Conn., 1889, Chap. 92).

The Hartford & Connecticut Valley Railroad Company, successor of the Connecticut Valley Railroad Company (Spec. Laws of Conn., vol. vi, pp. 398, 548, 613, 652, 658; Conn. Private Acts, 1870, p. 196; Spec. Laws of Conn., vol. vii, pp. 63, 378, 555, 634; Conn. Pub. Acts, 1874, chap. lxiv; Spec. Laws of Conn., vol. vii, pp. 810, 929; Conn. Spec. Acts, 1875, p. 178; Spec. Laws of Conn., vol. viii, pp. 39, 83; Conn. Spec. Acts, 1877, p. 123; Spec. Laws of Conn., vol. viii, p. 223; Conn. Spec. Acts, 1879, p. 5; Spec. Laws of Conn., vol. viii, p. 348; Mass. Spec. Laws, vol. 14, p. 660; Spec. Laws of Conn., vol. viii, p. 420; Conn. Spec. Acts, 1880, p. 115; Spec. Laws of Conn., vol. ix, p. 203; Mass. Spec. Laws, vol. 15, p. 53; Spec. Laws of Conn., vol. ix, pp. 614, 679; Pub. Acts Conn., 1882, Chap. 138; Gen. Stats. of Conn., Sec. 3471; Public Acts of Conn., 1889, Chap. 92).

The New York, Providence & Boston Railroad Company (Private Acts of Conn., vol. i, pp. 1019, 1023; do. vol. iv, pp. 1032, 1033, 975, 978, 979; do. vol. v, pp. 47, 205, 227, 243; Conn. Private Acts, 1859, p. 151; Private Laws of Conn., vol. v, p. 592; Spec. Laws of Conn., vol. vi, p. 374; do. vol. vii, p. 938; do. vol. viii, p. 4; do. vol. ix, pp. 28, 503; do. vol. x, pp. 115, 1150; Rhode Island Acts and Res., June, 1832, p. 67; do. June, 1833, p. 10; do. 1836, p. 3; do. Jan., 1840; p. 83; Mass. Spec. Laws, vol. 8, pp. 179, 221; Rhode Island Acts and Res., Jan., 1841, p. 8; Mass. Spec. Laws, vol. 8, p. 307; Rhode Island Acts and Res., Oct., 1846, p. 86; do. May, 1847, p. 57, do. Oct., 1847, p. 48; do. Jan., 1848, p. 32; do. June, 1851, p. 44; do. Jan., 1852, p. 5; do. Jan., 1853, p. 262; do. May, 1858, p. 51; do. Jan., 1862, p. 239; do. June, 1864, p. 32; do. Jan., 1865, p. 261; do. May, 1868, p. 27; do. June, 1868, p. 42; do. Jan., 1872, p. 184; do. Jan., 1873, p. 206; do. May, 1874, p. 12; do. Jan., 1875, p. 261; do. May, 1875, p. 42; do. Jan., 1876, p. 191; do. Jan., 1880, p. 142; do. Jan., 1881, pp. 174, 178; do. Jan., 1885, p. 197; do. Jan., 1888, p. 245; do. May, 1888, p. 91; do. Jan., 1891, pp. 240, 244; do. May, 1891, p. 41; do. Jan., 1892, pp. 299, 389).

The Company for Erecting and Supporting a Toll Bridge from New Haven to East Haven (Private Laws of Conn., vol. i, pp. 241, 242, 243; do. vol. iii, p. 283; Special Laws of Conn., vol. vi, p. 182; do. vol. viii, p. 310; do. vol. x, p. 79; Conn. Special Acts, 1895, p. 632).

The Union Wharf Company in New Haven and The Contractors to Rebuild and Support Union Wharf and Pier in New Haven (Private Laws of Conn., vol. i, pp. 523, 525, 497, 498, 502; do. vol. iv, p. 1384; Special Laws of Conn., vol. vi, p. 9; Conn. Spec. Acts, 1895, p. 632).

Shore Line Railway, successor in 1864 to The New Haven, New London & Stonington Railroad Company, which was formed by a merger in 1856 of The New Haven & New London Railroad Company with The New London & Stonington Railroad Company (Private Laws of Conn., vol. iv, pp. 967, 973; U. S. Stats. at Large, vol. ix; Conn. Private Acts, Chap. xlvii, p. 165; Private Laws of Conn., vol. iv, pp. 974, 975, 978, 979; Private Laws of Conn., vol. v, pp. 47, 205, 227, 243; Conn. Private Acts, 1859, p. 151; Private Laws of Conn., vol. v, pp.

590, 766; Spec. Laws of Conn., vol. vi, pp. 327, 394; U. S. Stats. at Large, vol. xv, Chap. xxxviii, p. 273; Spec. Laws of Conn., vol. vi, pp. 906, 919; do. vol. viii, p. 364; do. vol. x, p. 509; Conn. Public Acts, 1899, Chap. 226; Conn. Special Acts, 1899, Chap. 45).

The Housatonic Railroad Company (Private Laws of Conn., vols. i and ii, p. 1025, and the various additions and amendments thereto); and

The Shepaug, Litchfield & Northern Railroad Company, successor of the Shepaug Valley Railroad Company, and The Shepaug Railroad Company (Spec. Laws of Conn., vol. vi, pp. 96, 395, 613, 652, 790, 849; do. vii, pp. 3, 463; do. ix, pp. 228, 717, 800; Conn. Spec. Acts, 1886, p. 249; do. 1887, p. 478; do. 1889, pp. 847, 1342).

The date and authority for each of the above consolidations is as follows:

The New York & New Haven Railroad Company with The Hartford & New Haven Railroad Company, forming The New York, New Haven & Hartford Railroad Company, August 6, 1872 (Conn. Pub. Acts, 1871, Chap. 129; Mass. Acts and Resolves, 1872, Chap. 171).

The New York, New Haven & Hartford Railroad Company with The Stamford & New Canaan Railroad Company, October 1, 1890 (Special Laws of Conn., vol. x, p. 1298).

The New York, New Haven & Hartford Railroad Company with the Hartford & Connecticut Valley Railroad Company, December 21, 1892 (Special Laws of Conn., vol. x, p. 1298).

The New York, New Haven & Hartford Railroad Company with The New York, Providence & Boston Railroad Company, February 13, 1893 (Special Laws of Conn., vol. x, p. 1298; Rhode Island Acts and Res., January, 1892, p. 389; do. January, 1893, p. 377).

The New York, New Haven & Hartford Railroad Company with The Company for Erecting and Supporting a Toll Bridge from New Haven to East Haven, October 18, 1895 (Conn. Spec. Acts, 1895, p. 632).

The New York, New Haven & Hartford Railroad Company with The Union Wharf Company in New Haven and with The Contractors to Rebuild and Support Union Wharf and Pier in New Haven, October 18, 1895 (Conn. Special Acts, 1895, p. 632).

The New York, New Haven & Hartford Railroad Company with the Shore Line Railway, March 18, 1897 (Special Laws of Conn., vol. x, p. 1298).

The New York, New Haven & Hartford Railroad Company with the Housatonic Railroad Company, March 28, 1898 (Special Laws of Conn., vol. x, p. 1298); and

The New York, New Haven & Hartford Railroad Company with The Shepaug, Litchfield & Northern Railroad Company, July 9, 1898 (Special Laws of Conn., vol. x, p. 1298).

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.
WILLIAM D. BISHOP,	Bridgeport, Conn.,	October 15, 1902.
JOSEPH PARK,	New York, N. Y.,	"
CHAUNCEY M. DEPEW,	" " "	"
*HENRY S. LEE,	Springfield, Mass.,	"
WILLIAM ROCKEFELLER,	New York, N. Y.,	"
†LEVERETT BRAINARD,	Hartford, Conn.,	"

* Deceased March 29, 1902.

† Deceased July 2, 1902.

Organization — Continued.

Names of Directors.	Post-office Address.	Date of Expiration of Term.
J. PIERPONT MORGAN,	New York, N. Y.,	October 15, 1902.
GEORGE MACCULLOCH MILLER,	" "	" "
JOHN M. HALL,	New Haven, Conn.,	" "
CHARLES F. CHOATE,	Boston, Mass.,	" "
NATHANIEL THAYER,	" "	" "
ROYAL C. TAFT,	Providence, R. I.,	" "
CHARLES F. BROOKER,	Ansonia, Conn.,	" "
CARLOS FRENCH,	Seymour, Conn.,	" "
GEORGE J. BRUSH,	New Haven, Conn.,	" "
I. DE VER WARNER,	Bridgeport, Conn.,	" "
ARTHUR D. OSBORNE,	New Haven, Conn.,	" "
FRANK W. CHENEY,	So. Manchester, Conn.,	" "
EDWIN MILNER,	Moosup, Conn.,	" "

Total number of stockholders at date of last election: 9,627.

Stockholders in Connecticut June 30, 1902, 2,569. Amount of stock, \$13,412,500.

Date of last meeting of stockholders for election of directors: October 16, 1901.

Post-office address of general office: New Haven, Conn.

Post-office address of operating office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: H. M. Kochersperger, Comptroller, New Haven, Conn.

Officers.

Title.	Names.	Location of Office.
President,	JOHN M. HALL,	New Haven, Conn.
Vice-President of the Board,	WM. D. BISHOP,	Bridgeport, "
First Vice-President,	W. F. MERRILL,	New Haven, "
Second Vice-President,	PERCY R. TODD,	" "
Third Vice-President,	WM. E. BARNETT,	" "
Fourth Vice-President,	F. S. CURTIS,	Boston, Mass.
Secretary,	WM. D. BISHOP, JR.,	Bridgeport, Conn.
Treasurer,	WM. L. SQUIRE,	New Haven, "
Acting Attorney,	F. A. FARNHAM,	" "
Comptroller,	H. M. KOCHERSPERGER,	" "
Chief Engineer,	C. M. INGERSOLL, JR.,	" "
General Manager,	W. E. CHAMBERLAIN,	Boston, Mass.
General Supt. Western District,	C. H. PLATT,	New Haven, Conn.
General Supt. Eastern District,	C. PETER CLARK,	Boston, Mass.
General Supt. Marine District,	J. W. MILLER,	New York, N. Y.

DIVISION SUPERINTENDENTS.

Supt. New York Division,	O. M. SHEPARD,	New York, N. Y.
Supt. Shore Line Division,	J. V. A. TRUMBULL,	New London, Conn.
Supt. Hartford Division,	C. S. DAVIDSON,	Hartford, "
Supt. Air Line-Northampton Div.,	W. A. WATERBURY,	New Haven, "
Supt. Naugatuck Division,	GEO. W. BEACH,	Waterbury, "
Supt. Berkshire Division,	J. P. HOPSON,	New Haven, "
Supt. Highland Division,	T. H. FENNELL,	Hartford, "
Supt. New Haven Terminal,	P. E. BOWMAN,	New Haven, "
Supt. Providence Division,	C. A. MCALPINE,	Boston, Mass.
Supt. Worcester Division,	A. R. WHALEY,	Providence, R. I.
Supt. Plymouth Division,	G. T. TAYLOR,	Boston, Mass.
Supt. Taunton Division,	I. N. MARSHALL,	Taunton, Mass.
Supt. Midland Division,	C. N. WOODWARD,	Boston, Mass.

Officers—Continued.

Title.	Name.	Location of Office.
Passenger Traffic Manager,	GEO. L. CONNOR,	New Haven, Conn.
Gen. Pass. Agt. Rail Lines West of N. London and Willimantic,	C. T. HEMPSTEAD,	" "
Gen. Pass. Agt. Rail Lines East of N. London and Willimantic,	A. C. KENDALL,	Boston, Mass.
Gen. Pass. Agt., Marine Dist.,	O. H. TAYLOR,	New York, N. Y.
General Ticket Agent,	J. N. STATES,	New Haven, Conn.
General Baggage Agent,	GEO. A. MORTON,	" "
Freight Traffic Manager,	J. M. WILLIAMS,	Boston, Mass.
General Freight Agent,	F. S. HOLBROOK,	New Haven, Conn.
Asst. General Freight Agent.	G. L. WINLOCK,	Boston, Mass.

Property Operated—State of Connecticut.

JUNE 30, 1902.

Name of every railroad the operations of which are included in the Income Account (p. 269):

1. Railroad Line represented by Capital Stock: *a.* Main Line. *b.* Branches and Spurs.
 2. Proprietary Companies whose entire Capital Stock is owned by this Company. 3. Line operated under Lease for specified sum. 4. Line operated under Contract, or where the Rent is contingent upon earnings or other considerations. 5. Line operated under Trackage Rights.

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each class of Roads Named.
	From —	To —		
1 <i>a.</i> N. Y., N. H. & H. R. R., N. Y., N. H. & H. R. R.,	New York State Line, near Portchester, New Haven,	R. I. State Line near Westerly, Mass. State Line,	115.79 54.22—	170.01
1 <i>b.</i> New Canaan Branch, Housatonic Branch, " " " " Litchfield Branch, Connection at New Britain Branch, Middletown Branch, Valley Branch, Suffield Branch, Loop Branch at	Stamford, Bridgeport, Brookfield Junction, Botsford, Hawleyville, New Haven with Berlin, Berlin, Hartford, Windsor Locks, Stonington,	New Canaan, Mass. State Line, Danbury, Huntington, Litchfield, N. H. & D. R. R., New Britain, Middletown, Fenwick, Suffield,	7.66 74.97 5.36 9.79 32.28 1.66 3.18 9.70 46.20 4.32 .97—	
2 & 3. N. H. & Northampton Co., New Hartford Branch, Mid'tn, Meriden & Wat. R. R., " "	New Haven, Farmington, Westfield, Westfield,	Mass. State Line, New Hartford, Waterbury, Cromwell,	51.26 14.09 26.00 * 3.50—	94.85
3. Danbury & Norwalk R. R., Ridgefield Branch, Hawleyville Branch, Naugatuck R. R., Watertown Branch, New Haven & Derby R. R., Huntington Branch, Boston & N. Y. Air Line R. R., Colchester R. R., New England R. R., Providence Branch, Southbridge Branch, Melrose Branch, Springfield Branch, Norwich & Worcester R. R., Connec. with N. L. N. R. R. at Rockville R. R.,	Danbury, Branchville, Bethel, Naugatuck Junction, Waterbury, New Haven, Derby, New Haven, Tarnerville, Mass. State Line, Willimantic, East Thompson, Melrose, East Hartford, Groton, Norwich, Vernon,	Wilson Point, Ridgefield, Hawleyville, Winsted, Watertown, Ansonia, Huntington, Willimantic, Colchester, N. Y. State Line, R. I. State Line, Mass. State Line, West St., Rockville, Mass. State Line, " " Norwich, Rockville,	26.28 3.97 5.95 56.55 4.44 12.90 3.79 52.26 3.59 134.17 31.96 5.35 7.22 20.17 53.14 .63 4.43—	
Total Mileage Operated, State of Connecticut, . . . . .			....	887.75

* No regular trains run over this track.

Property Operated.

JUNE 30, 1902.

Name of every railroad the operations of which are included in the Income Account (p. 269):

1. Railroad Line represented by Capital Stock: *a.* Main Line. *b.* Branches and Spurs. 2. Proprietary Companies whose entire Capital Stock is owned by this Company. 3. Line Operated under Lease for specified sum. 4. Line Operated under Contract, or where the Rent is contingent upon earnings or other considerations. 5. Line Operated under Trackage Rights.

Name.	TERMINALS.		Miles of Line for each Road Named.	Miles of Line for each class of Roads Named.
	From —	To —		
1a. N. Y., N. H. & H. R. R.	Woodlawn Jct., N. Y.	Providence, R. I.	173.77	
	New Haven, Ct.	Springfield, Mass.	60.17	
1b. New Canaan Branch,	Stamford, Ct.	New Canaan, Ct.	7.66	
Housatonic Branch,	Bridgeport, Ct.	Mass. State Line.	74.97	
" "	Krookfield Jct., Ct.	Danbury, Ct.	5.36	
" "	Botsford, Ct.	Huntington, Ct.	9.79	
Litchfield Branch,	Hawleyville, Ct.	Litchfield, Ct.	32.28	
Connection at	New Haven with	N. H. & D. R. R.	1.66	
New Britain Branch,	Berlin, Ct.	New Britain, Ct.	3.18	
Middletown Branch,	"	Middletown, Ct.	9.70	
Valley Branch,	Hartford, Ct.	Fenwick, Ct.	46.20	
Suffield Branch,	Windsor Locks, Ct.	Suffield, Ct.	4.32	
Loop Branch at	Stonington, Ct.	"	.97	
Pontiac Branch,	Auburn, R. I.	Pontiac, R. I.	4.63	
Henderson St. Branch,	"	Henderson St., Prov.	3.58	438.30
2 & 3. N. H. & Northampton Co.,	New Haven, Ct.	Conway Jct., Mass.	94.64	
New Hartford Branch,	Farmington, Ct.	New Hartford, Ct.	14.09	
Williamsburg Branch,	Northampton, Mass.	Williamsburg, Mass.	7.51	
Turner's Falls Branch,	So. Deerfield, "	Turner's Falls, Mass.	10.07	
Harlem R. & Pt. C. R. R.,	Harlem River, N. Y.	New Rochelle, N. Y.	11.50	
West Stockbridge R. R.,	W. Stockbridge, Mass.	N. Y. State Line,	2.64	
Woonsocket & Pascoag R. R.,	Woonsocket, R. I.	Harrisville, R. I.	9.45	
Middletown, M. & W. R. R.,	Westfield, Ct.	Waterbury, Ct.	26.00	
" "	"	Cromwell, Ct.	* 3.50	179.40
3. Danbury & Norwalk R. R.,	Danbury, Ct.	Wilson Pt., Ct.	26.28	
Ridgefield Branch,	Branchville, Ct.	Ridgefield, Ct.	3.97	
Hawleyville Branch,	Bethel, Ct.	Hawleyville, Ct.	5.95	
Berkshire R. R.,	Conn. State Line	W. Stockbridge, Mass.	20.53	
Stock. & Pittsfield R. R.,	V. Densenville, Mass.	Pittsfield, Mass.	22.02	
Naugatuck R. R.,	Naugatuck Jct., Ct.	Winsted, Ct.	56.55	
Watertown Branch,	Waterbury, Ct.	Watertown, Ct.	4.44	
New Haven & Derby R. R.,	New Haven, Ct.	Ansonia, Ct.	12.90	
Huntington Branch,	Derby, Ct.	Huntington, Ct.	3.79	
Boston & N. Y. Air Line R. R.,	New Haven, Ct.	Willimantic, Ct.	52.26	
Colchester R. R.,	Turnerville, Ct.	Colchester, Ct.	3.59	
Pawtuxet Valley R. R.,	Pontiac, R. I.	Hope, R. I.	5.67	
Prov. & Worcester R. R.,	Providence, R. I.	Worcester, Mass.	† 40.90	
E. Providence Branch,	Valley Falls, R. I.	E. Providence, R. I.	7.00	
Prov. Warren & Bris. R. R.,	India Point, R. I.	Bristol, R. I.	13.60	
Branch at	"	"	.75	
Boston & Providence R. R.,	Boston, Mass.	Providence, R. I.	† 41.89	
India Point Branch,	E. Junction, Mass.	India Point, R. I.	8.05	
West Roxbury Branch,	Forest Hills, Mass.	Dedham, Mass.	5.37	
Dedham Branch,	Readville, Mass.	"	2.47	
Connection with	N. E. R. R. at	Readville, Mass.	1.20	
Stoughton Branch,	Canton Jct., Mass.	Stoughton, Mass.	4.05	
Old Colony R. R.—Main Line,	Boston, Mass.	Newport, R. I.	67.60	
" "	Mayflower Pk., Mass.	Somerset Jct.	36.31	
" "	Middleboro, Mass.	Provincetown, Mass.	85.66	
" "	Raynham, Mass.	Whitenton Jct.	3.38	
" "	Braintree, Mass.	Kington, Mass.	32.34	
" "	S. Braintree, Mass.	Plymouth, Mass.	26.04	
" "	Framingham, Mass.	Lowell, Mass.	26.12	
" "	New Bedford, Mass.	Fitchburg, Mass.	91.25	
Dorchester & Milton Branch,	Neponset, Mass.	Mattapan, Mass.	3.30	

* No regular trains run over these tracks. † Includes only one-half of joint track between Providence Station and Boston Switch, a distance of five miles.

Property Operated—Continued.

Name.	TERMINALS		Miles of Line for each Road Named.	Miles of Line for each class of Roads Named.
	From —	To —		
Stoughton Branch,	Stoughton Br. Jct.	Stoughton, Mass.	1.65	
Shawmut	Harrison Sq., Mass.	Shawmut Jct., Mass.	2.39	
Bridgewater	Whitman, Mass.	B'water Iron Works.	6.12	
Brockton	Elmwood, Mass.	Westdale, Mass.	.75	
Granite	Atlantic, Mass.	Braintree, Mass.	5.41	
Hyannis	Yarmouth, Mass.	Hyannis, Mass.	5.05	
Woods Holl	Buzzards Bay, Mass.	Woods Holl, Mass.	17.54	
Hanover	N. Abington, Mass.	Hanover, Mass.	7.80	
Fairhaven	Tremont, Mass.	Fairhaven, Mass.	15.17	
Easton	Matfield, Mass.	Easton, Mass.	7.56	
P. & M. R. R. Extension,	at	Middleboro, Mass.	.42	
Mid'boro & Taunton Branch,	Middleboro, Mass.	M. & T. Jct., Mass.	8.04	
Attleboro	Attleboro Jct., Mass.	Attleboro, Mass.	8.60	
Whittenton "Y"	" " "	Whittenton, Mass.	.98	
Sterling	Pratt's Jct., Mass.	Sterling Jct., Mass.	5.03	
Lancaster	Lancaster Jct., Mass.	Lancaster Mills.	1.63	
Marlboro	Marlboro Jct., Mass.	Marlboro, Mass.	1.47	
Prison Branch	S. Framingham, Mass.	Woman's Refmty.	.62	
Wrentham	Walpole Jct., Mass.	No. Attleboro.	12.85	
Walpole & Dedham	" " "	Norwood Jct., Mass.	5.76	
Fall River	New Bedford, Mass.	Fall River, Mass.	12.25	
Warren	Fall River, Mass.	Warren, R. I.	7.95	
P. & M. R. R. Connection,	near	Pleasant View, Mass.	.22	
Connection with	N. E. R. R., at	Boston, Mass.	.23	
Attleboro Branch R. R.,	Attleboro, Mass.	No. Attleboro, Mass.	4.00	
Nantasket Beach R. R.,	Nantasket Jct.	Pemberton, Mass.	6.95	
Plymouth & Middleboro R. R.,	Plymouth, Mass.	Middleboro, Mass.	15.03	
New England R. R.,	Boston, Mass.	Hopewell Jct., N. Y.	213.56	
" " "	Wicopee, N. Y.	Fishkill Ldg., N. Y.	1.71	
So. Boston Frt. Br. at	Boston, Mass.	" " "	1.04	
Dedham Branch,	Dedham Jct., Mass.	Dedham, Mass.	1.53	
Islington	Islington, Mass.	" " "	2.00	
Cook Street	Cook St., Newton, Ms.	Woonsocket, R. I.	28.67	
Providence	Providence, R. I.	Willimantic, Ct.	57.76	
Southbridge	E. Thompson, Ct.	Southbridge, Mass.	17.36	
Melrose	Melrose, Ct.	West St., R'kville, Ct.	7.22	
Springfield	E. Hartford, Ct.	B. & A. Jct., Spgfield.	28.31	
Norwich & Worcester R. R.,	Groton, Ct.	Worcester, Mass.	70.97	
Connection with	N. L. N. R. R. at	Norwich, Ct.	.63	
Providence & Springfield R. R.,	Providence, R. I.	Pascoag, R. I.	20.89	
" " "	Pascoag, R. I.	Douglas Jct., Mass.	* 6.84	
Rhode Island & Mass. R. R.,	Franklin, Mass.	Valley Falls, R. I.	13.59	
Rockville R. R.,	Vernon, Ct.	Rockville, Ct.	4.43—	1,353.21
4. Holyoke & Westfield R. R.,	Holyoke, Mass.	Westfield, Mass.	10.32	
Milford, Frank. & Prov. R. R.,	Franklin, Mass.	Bellingham, Mass.	4.05	
Milford & Woonsocket R. R.,	Bellingham, Mass.	Ashland, Mass.	15.13	
Chatham R. R.,	Harwich, Mass.	Chatham, Mass.	7.07—	37.17
5. New York & Harlem R. R.,	Woodlawn, N. Y.	G. C. Depot., N. Y.	12.03	
Boston Terminal Co.,	Fort Pt. Channel	Boston Station.	.42	
Boston & Albany R. R.,	Jct. to Station.	Ashland, Mass.	.22	
" " "	" " "	Worcester, Mass.	.15	
" " "	" " "	Springfield, Mass.	.59	
Boston & Maine R. R.,	" " "	Lowell, Mass.	.57	
Fitchburg R. R.,	Conway Jct., Mass.	Shelburn Falls.	4.67	
Newb'rg, Dutchess & Ct. R. R.,	Hopewell Jct., N. Y.	Wicopee, N. Y.	10.95—	29.60
Total Mileage Operated,			.....	2,037.68

* No regular trains run over these tracks.

STOCKS OF LEASED LINES RECEIVED IN EXCHANGE FOR NEW YORK, NEW HAVEN
& HARTFORD RAILROAD COMPANY'S STOCK, JUNE 30, 1902.

Roads not merged with New York, New Haven & Hartford Railroad Company.

Old Colony Railroad (total number of shares, 167,589), 55,180 shares for 49,662 shares of N. Y., N. H. & H., . . .	\$4,966,200.00
The New England Railroad (total shares (preferred), 50,000) 49,258 shares preferred stock for 24,629 shares N. Y., N. H. & H.,	2,462,900.00
The New England Railroad (total shares (common), 200,000), 199,465 shares common stock for 39,893 shares N. Y., N. H. & H.,	3,989,300.00
New Haven & Northampton Company (total shares, 24,600) 24,035 shares for 9,614 shares N. Y., N. H. & H.,	961,400.00
Naugatuck Railroad (total number of shares, 20,000), 9,722 shares for 9,722 shares of N. Y., N. H. & H.,	972,200.00
B. & N. Y. A. L. Railroad (total number of shares (preferred), 29,985), 15,945 shares (preferred stock) for 6,378 shares of N. Y., N. H. & H.,	637,800.00
Danbury & Norwalk Railroad (total shares, 12,000, par \$50), 8,928 shares for 2,232 shares of N. Y., N. H. & H.,	223,200.00
New Haven & Derby Railroad (total number of shares, 4,470), 3,536 shares for 1,088 shares of N. Y., N. H. & H.,	108,800.00
Stockbridge & Pittsfield Railroad (total number of shares, 4,487), 15 shares for 9 shares of N. Y., N. H. & H.,	900.00
Berkshire Railroad (total number of shares, 6,000), 10 shares for 6 shares of N. Y., N. H. & H.,	600.00
Total stock of N. Y., N. H. & H., issued for stocks of companies not merged, 143,233 shares,	\$14,323,300.00

Roads merged with N. Y., N. H. & H. Railroad :

New York, Providence & Boston Railroad (total shares, 50,000), 50,000 shares for 50,000 shares of N. Y., N. H. & H.,	\$5,000,000.00
Hartford & Connecticut Valley Railroad (total shares, 8,000), 8,000 shares for 8,000 shares of N. Y., N. H. & H.,	800,000.00
Shore Line Railway (total number of shares, 10,000), 10,000 shares for 7,500 shares of N. Y., N. H. & H.,	750,000.00
Shepaug, Litchfield & Nor. Railroad (total shares, 12,000, par \$50), 12,000 shares for 6,000 shares of N. Y., N. H. & H.,	600,000.00
Housatonic Railroad (total number of shares (preferred), 28,912), 28,912 shares (preferred stock) for 3,614 shares of N. Y., N. H. & H.,	361,400.00
Stamford & New Canaan Railroad (total number of shares, 1,000), 1,000 shares for 1,000 shares of N. Y., N. H. & H.,	100,000.00
Total stock of N. Y., N. H. & H., issued for stocks of companies merged, 76,114 shares,	\$7,611,400.00
Grand total of N. Y., N. H. & H. stock issued for stocks of leased lines, 219,347 shares,	\$21,934,700.00

Capital Stock.

Description.	Number of Shares Au- thorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common, .	1,000,000	\$100.00	\$100,000,000	\$54,685,400	*2percent.	\$4,296,568

* On \$53,707,100.00 quarterly.

Manner of Payment for Capital Stock.	Total Number of Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash : Common,	172,507	\$17,250,700.00
Issued for Stocks of N. Y., N. H. & H. R. R. Co. & Hartford & N. H. R. R. Co., Common,	155,000	15,500,000.00
Issued for Stocks of roads which have been merged : Common,	76,114	7,611,400.00
Issued for Stocks of Leased Roads, not merged, Common,	143,233	14,323,300.00
Total,	546,854	\$54,685,400.00

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
1st Mtg. N. Y., N. H. & H.,	1883	1903	\$5,000,000	\$2,000,000	\$2,000,000	\$2,047,971.09
Gen. Mtg. N. Y., P. & B.,	1892	1942	4,000,000	1,000,000	1,000,000	1,000,000.00
1st Mtg. Shore Line, 1st Mtg. Housa- tonic,	1880	1910	200,000	200,000	200,000	201,000.00
Consol. Mtg. Housa- tonic,	1885	1910	700,000	400,000	100,000	*
	1887	1937	3,000,000	2,839,000	2,839,000	*
Total,			\$12,900,000	\$6,439,000	\$6,139,000	.....

* Cannot ascertain.

Funded Debt. — Continued.**INTEREST.**

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
4 per cent.	June and December.	\$80,000.00	\$80,000.00
4 per cent.	April and October.	40,000.00	40,000.00
4½ per cent.	March and September.	9,000.00	9,000.00
4 per cent.	April and October.	4,000.00	4,000.00
5 per cent.	May and November.	141,950.00	141,950.00
Total, .	.....	\$274,950.00	\$274,950.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bds. (p. 265),	\$6,439,000.00	\$6,139,000.00	\$274,950.00	\$274,950.00

Receiver's Certificates.

None.

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.	Current Liabilities, Accrued to and Including June 30, 1902.
Cash, \$3,233,395.72	Audited Vouchers and Accounts, \$4,706,494.00
Bills Receivable, 558,848.13	Wages and Salaries, 386,993.28
Due from Agents, 1,858,830.20	Net Traffic Balances due to other Companies, 827,064.12
Due from Solvent Companies and Individuals, 2,651,959.72	Dividends not called for, 2,058.00
Advances Acct. of Boston & Prov. R. R. Corp., 4,933,471.63	Matured Interest Coupons unpaid, 1,260.00
Trustees of Insurance F'd, 80,392.78	Rents due July 1st, 3,603.29
Property, South St., New York City, 90,000.00	Miscellaneous, 80,392.78
Prepaid Insurance, Taxes, etc., 52,029.65	
Total — Cash and Current Assets, \$13,458,927.83	Total — Current Liabilities, \$6,007,865.47
Total, \$13,458,927.83	Balance — Cash Assets, 7,451,062.36
	Total, \$13,458,927.83

Materials and supplies on hand, \$2,455,640.95.

Recapitulation.

a. For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMT. PER MILE OF LINE	
			Miles.	Amount.
Capital Stock (p. 265),	\$54,685,400.00	\$54,685,400.00	438.30	\$124,767
Bonds (p. 265),	6,139,000.00	6,139,000.00	438.30	14,006
Total,	\$60,824,400.00	\$60,824,400.00	438.30	\$138,773

b. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the income account (p. 269):

Name of Road.	Capital Stock.	Funded Debt.	Total.	AMOUNT PER MILE OF LINE.	
				Miles.	Amount.
N. York, N. Haven & Hartford,	\$54,685,400.00	\$6,139,000.00	\$60,824,400.00	438.30	\$138,773
Old Colony,	16,758,900.00	15,261,200.00	32,020,100.00	507.49	63,095
New York & New England,	11,500,000.00	11,500,000.00	23,000,000.00	359.16	115,547
New England,	25,000,000.00	5,000,000.00	30,000,000.00	*65.53	94,155
Boston & Providence,	4,000,000.00	2,170,000.00	6,170,000.00	52.26	84,347
Boston & New York Air Line,	3,907,968.38	500,000.00	4,407,968.38	*50.40	99,206
Providence & Worcester,	3,500,000.00	1,500,000.00	5,000,000.00	71.60	58,751
Norwich & Worcester,	3,006,600.00	1,200,000.00	4,206,600.00	126.31	40,060
New Haven & Northampton,	2,460,000.00	2,600,000.00	5,060,000.00	60.99	35,252
Naugatuck,	2,000,000.00	150,000.00	2,150,000.00	20.53	29,226
Berkshire,	600,000.00	600,000.00	1,200,000.00	36.20	34,530
Danbury & Norwalk,	517,450.00	750,000.00	1,267,450.00	27.73	45,707
Providence & Springfield,	448,700.00	448,700.00	897,400.00	22.02	20,377
Stockbridge & Pittsfield,	447,000.00	1,280,000.00	1,727,000.00	16.69	103,475
New Haven & Derby,	437,300.00	437,300.00	874,600.00	14.35	30,474
Providence, Warren & Bristol,	260,000.00	200,000.00	460,000.00	10.32	44,574
Holyoke & Westfield,	200,000.00	100,000.00	300,000.00	9.45	31,746
Woonsocket & Pascoag,	180,000.00	180,000.00	360,000.00	7.07	25,460
Rhode Island & Mass., R. I. Div.,	100,000.00	100,000.00	200,000.00	6.52	15,337
Rhode Island & Mass., Mass. Div.,	148,600.00	60,000.00	208,600.00	15.13	13,787
Milford & Woonsocket,	131,700.00	131,700.00	263,400.00	4.43	24,549
Attleborough Branch,	108,750.00	108,750.00	217,500.00	4.45	22,656
Rockville,	100,000.00	10,000.00	110,000.00	5.67	46,014
Milford, Franklin & Providence,	100,900.00	160,000.00	260,900.00	29.50	3,330
Pawtuxet Valley,	100,000.00	100,000.00	200,000.00	15.03	20,293
Middletown, Meriden & Waterbury,	80,000.00	225,000.00	305,000.00	7.07	12,998
Plymouth & Middleborough,	68,200.00	23,700.00	91,900.00	11.50	264,570
Chatham,	42,550.00	3,000,000.00	3,042,550.00	2.64	15,000
Harlem River & Port Chester,	33,600.00	33,600.00	67,200.00	3.59	13,928
West Stockbridge,	25,000.00	25,000.00	50,000.00	6.95	36,971
Colchester,	25,000.00	25,000.00	50,000.00		
Nantasket Beach,	250,000.00	250,000.00	500,000.00		
Total,	\$120,054,618.38	\$52,753,900.00	\$172,808,518.38	2,013.08	\$85,843

* Includes total length of 5 miles of track between Providence Station and Boston Switch.

Cost of Road, Equipment, and Permanent Improvements.

Item.	EXPENDITURES DURING YEAR.		Total Cost to June 30, 1901.	Total Cost to June 30, 1902.
	Included in Operating Expenses.	Not included in Operating Expenses. Charged to Construction or Equipment.		
Construction:				
Real Estate,		\$132,645.49		
Grading,	\$76,224.27			
Bridges, Trestles, and Culverts,	137,023.65			
Ties,	9,905.02			
Rails,	16,959.46			
Fencing Right of Way, . .	976.01			
Crossings, Cattle Guards, and Signs,	833,163.59			
Station Buildings and Fixtures,	127,716.66			
Shops, Roundhouses, and Turntables,	466,871.42			
Water Stations,	4,073.21			
Fuel Stations,	6,626.59			
Grain Elevators,	878.99			
Docks and Wharves, . . .	69,177.62			
Electric Light Plants, . .	14,777.66			
Electric Motive-Power Plants,	140,255.68			
Miscellaneous Structures, (Telephones),	302.43			
Total Construction, . . .	\$1,904,932.26	\$132,645.49	\$54,318,216.15	\$54,185,570.66
Equipment:				
Locomotives,	\$298,178.75			
Passenger Cars,	148,550.24			
Sleeping, Parlor, and Dining Cars,	15,817.33			
Baggage, Express, and Postal Cars,	17,845.56			
Combination Cars,	302.10			
Freight Cars,	931,174.29			
Floating Equipment, . . .	86,907.56			
Total Equipment,	\$1,498,775.83		\$5,261,793.72	\$5,261,793.72
Total Cost Construction) Equipment, etc., }	\$3,403,708.09	\$132,645.49	\$59,580,009.87	\$59,447,364.38
Construction, cost per mile,				\$123,626.07
Equipment, cost per mile,				12,005.00
Total Cost Construction and Equipment, per mile,				\$135,631.67

Income Account.

Gross Earnings from Operation (p. 270),	\$43,521,087.11	
Less Operating Expenses (p. 275),	31,273,873.61	
Income from Operation,		\$12,247,213.50
Dividends on Stocks owned (p. 265),	\$81,642.34	
Interest on Bonds owned (p. 266),	79,523.80	
Miscellaneous Income, less Expenses,	97,227.86	
Dividends on Stocks Leased (per Schedule),	354,666.00	
Income from Other Sources,		613,060.00
Total Income,		\$12,860,273.50
Deductions from Income:		
Interest on Funded Debt accrued (p. 266),	\$274,950.00	
Interest on Interest-bearing Current Liabilities accrued, not otherwise provided for,	485.60	
Rents paid for Lease of Road (p. 276),	4,464,710.62	
Taxes,	2,410,380.51	
Other Deductions,*	1,030,888.00	
Total Deductions from Income,		8,181,414.73
Net Income,		\$4,678,858.77
Dividends, per cent., Common Stock (p. 265),	\$4,296,568.00	
Total,		4,296,568.00
Surplus from Operations of Year ending June 30, 1902,		382,290.77
Surplus on June 30, 1901 [from "General Balance Sheet," 1901 Report],		13,123,517.26
Additions for Year,†	\$2,963.38	13,505,808.03
Deductions for Year,‡	9,926.25	6,962.87
		<u>\$13,498,845.16</u>

Schedule—Dividends on Stocks Leased.

Old Colony Steamboat Company,	\$300,000.00
Providence, Warren & Bristol Railroad Company,	20,226.00
Union Freight Railroad Company,	34,440.00
	<u>\$354,666.00</u>

EXPLANATORY REMARKS.

* Interest on Convertible Debenture Certificates,	\$655,888.00	
Interest on Non-Convertible Debentures,	375,000.00	1,030,888.00
† Profit received from Sale of Stocks owned by the Company,		2,963.38
‡ Settlement of old claims against Leased Lines, prior to leases, and worthless accounts charged off,		9,926.25

Earnings from Operation.

Item.	Total Receipts.	Deductions Acct. of Repay- ments, etc.	Actual Earnings.
Passenger: Passenger Revenue,	\$18,019,703.99	.....	.....
Less Repayments, Tickets Redeemed,		\$88,820.43	.....
Excess Fares Refunded,		64,459.05	.....
Total Deductions,		\$153,279.48	.....
Total Passenger Revenue,			\$17,866,424.51
Mail,	642,505.20	.....	.....
Express,	1,464,881.99	.....	.....
Extra Baggage and Storage,	174,416.72	.....	.....
Other Items: Parlor, Sleeping, Din- ing, and Buffet Cars,	888,568.24	.....	.....
Steamer, Café, etc.,	186,834.20	.....	3,357,206.35
Total Passenger Earnings,			\$21,223,630.86
Freight: Freight Revenue,	21,259,437.82	.....	.....
Less Repayments:			
Overcharge to Shippers,		224,898.51	.....
Other Repayments,		16,255.26	.....
Total Deductions,		\$241,153.77	.....
Total Freight Revenue,			\$21,018,284.05
Elevators,	60,933.28	.....	.....
Hoisting,	479,666.95	.....	.....
Switching,	102,031.66	.....	.....
Trackage,	92,501.14	.....	.....
Wharfage,	46,671.48	.....	.....
Weighing,	39,078.02	.....	.....
Miscellaneous,	32,475.83	.....	853,358.36
Total Freight Earnings,			\$21,871,642.41
Total Passenger & Freight Earnings,			\$43,095,273.27
Other Earnings from Operation:			
Telegraph Receipts,	51,695.13	.....	.....
Rents not otherwise provided for,	374,118.71	.....	.....
Total Other Earnings,			\$425,813.84
Total Gross Earnings from Opera- tion — Entire Line, }			\$43,521,087.11

Stocks Owned.

a. Railway Stocks.

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
aN. Y., N. H. & H. R. R., .	\$1,067,100.00	8%	\$7,204.00	\$1,519,827.98
Old Colony R. R., .	3,000.00	7%	175.00	5,984.50
New England R. R., { Com.,	11,000.00	3%	81.00	{ 4,640.00
{ Pref.,	2,700.00			
Providence & Springfield R. R., .	438,850.00	4%	17,549.00	438,430.00
R. I. & Mass. R. R., in Mass., .	100,000.00	10%	10,000.00	191,700.00
R. I. & Mass. R. R., in R. I., .	178,800.00	5%	7,806.51	188,399.50
Boston & N. Y. Air Line, { Com.,	750,000.00	4%	5,098.00	{ 37,419.00
{ Pref.,	139,700.00			
Woonsocket & Pascoag R. R., .	200,000.00			100,000.00
Middlet'n, Merid'n & W'rb'y R.R.,	100,000.00	1%	1,000.00	100,000.00
New Haven & Derby R. R., .	87,500.00	4%	3,456.33	94,448.52
Naugatuck R. R., .	23,700.00	10%	2,365.00	61,215.50
New Haven & Northampton Co.,	56,500.00	4%	2,260.00	59,651.58
New York Connecting R. R., .	50,000.00			50,000.00
Harlem River & Port Chester R.R.,	42,550.00			42,250.00
West Stockbridge R. R., .	39,600.00	4½%	1,800.00	29,888.00
Wood River Branch R. R., .	20,000.00			20,000.00
Narragansett Pier R. R., .	18,700.00	4%	748.00	18,700.00
Stockbridge & Pittsfield R. R., .	9,500.00	6%	570.00	7,600.00
Danbury & Norwalk R. R., .	3,575.00	5%	107.50	4,236.00
Lowell & Framingham R. R., .	300.00			28.00
Stockbridge & Pittsfield R. R.,			*90.00	
Berkshire R. R., .	2,000.00		120.00	3,000.00
Berkshire R. R., .			*60.00	
dTotal,	\$3,345,075.00		\$60,490.34	\$3,129,864.19

b. Other Stocks.

Name.	Total Par Value.	Rate.	Income or Dividend Received.	Valuation.
Prov. & Stonington S. S. Co., .	\$2,000,000.00			\$2,528,189.39
New Haven Steamboat Co., .	500,000.00			700,000.00
New Lond'n Steamb't Co., { Com.,	500,000.00	3%	\$15,000.00	250,000.00
{ Pref.,	99,200.00	6%	5,952.00	89,280.00
Boston Terminal Co., .	200,000.00			200,000.00
bN. Y., P. & B. & O. C. Ter'l Co.,	250,000.00			37,500.00
Meriden Electric R. R., .	994,500.00			198,757.50
cStamford Street R. R. (Com.), .	36,395.00			1,323.20
cStamford Street R. R. (Pref.), .	43,475.00			247.50
New York Transfer Co., .	4,000.00	5%	200.00	1,600.00
Derby Paper Mills Co., .	895.00			895.00
Total,	\$4,628,465.00		\$21,152.00	\$4,007,792.59
dGrand Total, a and b, .	\$7,973,540.00		\$81,642.34	\$7,137,656.78

EXPLANATORY REMARKS.

- a. Dividend paid on 913 shares at 4% and 888 shares at 4%.
- b. Paid assessments of \$15 per share.
- c. Part valuation included with valuation of bonds.
- d. In addition to the stocks listed on the page 271, the Company owns stocks of various Companies whose roads are leased, for which its own stock has been issued. The dividends on such leased lines' stocks were credited to the rental account as shown on the schedule, page 47, excepting the amounts marked* on page 37. The Company also owns one-twelfth interest in the Iron Works Aqueduct Company, and 1,000 shares of stock of the Pontiac Branch R. R. Co., which are not entered on the books of the Company.

STOCKS OF LEASED LINES (NOT MERGED) RECEIVED IN EXCHANGE FOR STOCK OF
 NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY,
 JUNE 30, 1902.

Old Colony Railroad, 55,180 shares,	\$4,966,200.00
New England Railroad, 49,258 shares, preferred,	2,538,891.50
New England Railroad, 199,465 shares, common,	3,989,300.00
Naugatuck Railroad, 9,722 shares,	972,200.00
New Haven & Northampton, 24,035 shares,	961,400.00
B. & N. Y. A. L. Railroad, 15,945 shares, preferred,	637,800.00
Danbury & Norwalk Railroad, 8,928 shares,	223,200.00
New Haven & Derby Railroad, 3,536 shares,	108,800.00
Stockbridge & Pittsfield Railroad, 15 shares,	900.00
Berkshire Railroad, 10 shares,	600.00
	<hr/>
	\$14,399,291.50

Bonds Owned.*a.* Railway Bonds:

Name.	Total par Value.	Rate.	Income or Interest Received.	Valuation.
Provid. & Springfield R. R. Co.,	\$750,000.00	5%	\$37,500.00	\$750,000.00
New Haven & Derby R. R. Co.,	705,000.00	..	.....	705,000.00
New Haven & Northampton Co.,	350,000.00	5%	17,500.00	348,612.50
Pawtuxet Valley R. R. Co., .	160,000.00	4%	6,400.00	160,000.00
Nantasket Beach R. R. Co., .	240,000.00	2½%	5,745.46	144,000.00
Total,	\$2,205,000.00	..	\$67,145.46	\$2,107,612.50

b. Other Bonds:

Name.	Total par Value.	Rate.	Income or Interest Received.	Valuation.
<i>a</i> New Haven Steamboat Co.,	\$175,000.00	5%	\$6,227.63	\$175,000.00
New London Steamboat Co.,	24,000.00	6%	1,100.71	25,680.00
Meriden Horse R. R. Co., .	101,000.00	5%	5,050.00	90,900.00
Stamford Street R. R. Co., .	75,000.00	..	.....	<i>b</i> 75,220.83
Atlas Tack Co.,	300.00	..	.....	300.00
Total,	\$375,300.00	..	\$12,378.34	\$367,100.83
Grand Total— <i>a</i> and <i>b</i> , . . .	\$2,580,300.00	..	\$79,523.80	\$2,474,713.33

Rentals Received.

None.

Miscellaneous Income.

Item.	Gross Income.	Net Miscellaneous Income.
Interest on deposits, etc.,	\$97,227.86	\$97,227.86

a. Interest paid on \$125,000.00 only.*b.* Includes part valuation of stocks.

Operating Expenses.

Item.	Amount.
Maintenance of Way and Structures :	
Repairs of Roadway,	\$2,521,740.56
Renewals of Rails,	295,255.42
Renewals of Ties,	537,138.02
Repairs and Renewals of Bridges and Culverts,	570,091.73
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards,	981,779.35
Repairs and Renewals of Buildings and Fixtures,	1,109,031.09
Repairs and Renewals of Docks and Wharves,	114,601.93
Repairs and Renewals of Telegraph and Telephones,	9,777.70
Stationery and Printing,	1,728.89
Other Expenses,	16,757.42
Total,	\$6,157,902.11
Maintenance of Equipment :	
Superintendence,	146,269.60
Repairs and Renewals of Locomotives,	1,740,625.55
Repairs and Renewals of Passenger Cars,	1,131,571.04
Repairs and Renewals of Freight Cars,	1,582,258.45
Repairs and Renewals of Work Cars,	21,546.47
Repairs and Renewals of Marine Equipment,	218,301.57
Repairs and Renewals of Shop Machinery and Tools,	176,086.49
Stationery and Printing,	4,169.07
Other Expenses,	405,179.81
Total,	\$5,426,008.05
Conducting Transportation :	
Superintendence,	347,584.74
Engine and Roundhouse Men,	2,403,195.02
Fuel for Locomotives,	3,564,730.01
Water Supply for Locomotives,	191,517.52
Oil, Tallow, and Waste for Locomotives,	107,630.28
Other Supplies for Locomotives,	45,061.51
Train Service,	2,355,263.88
Train Supplies and Expenses,	542,713.79
Switchmen, Flagmen, and Watchmen,	1,762,225.79
Telegraph and Telephone Expenses,	351,669.18
Station Service,	4,132,796.90
Station Supplies,	302,432.32
Car Mileage — Balance,	772,393.26
Loss and Damage,	122,711.31
Injuries to Persons,	253,972.74
Clearing Wrecks,	29,022.26
Operating Marine Equipment,	582,576.13
Advertising,	63,425.13
Outside Agencies,	20,669.15
Stock Yards and Elevators,	27,023.03
Rents for Tracks, Yards, and Terminals,	365,176.61
Rents of Buildings and other Property,	42,322.76
Stationery and Printing,	169,842.89
Other Expenses,	271,274.26
Total,	\$18,827,235.47

Operating Expenses.—Continued.

Item.	Amount.
General Expenses:	
Salaries of General Officers,	\$169,315.13
Salaries of Clerks and Attendants,	290,024.88
General Office Expenses and Supplies,	48,499.37
Insurance,	72,835.88
Law Expenses,	152,832.11
Stationery and Printing (General Offices),	30,391.04
Other expenses,	98,829.57
Total,	\$862,727.98
Recapitulation of Expenses:	
Maintenance of Way and Structures,	\$6,157,902.11
Maintenance of Equipment,	5,426,008.05
Conducting Transportation,	18,827,235.47
General Expenses,	862,727.98
Grand Total,	\$31,273,873.61

Percentage of Expenses to Earnings — Entire Line, 71.86.

Rentals.

Name of Road.	Total.	Less Dividends Received on Stocks Exchanged for N. Y., N. H. & H. R. R. Stock.	Net Amount.
Old Colony,	\$1,816,326.07	\$386,260.00	\$1,430,066.07
New England,	1,120,282.20	147,774.00	972,508.20
Boston & Providence,	496,673.07		496,673.07
Providence & Worcester,	416,000.00		416,000.00
Norwich & Worcester,	290,071.43		290,071.43
Harlem River & Portchester,	170,000.00		170,000.00
New Haven & Northampton Co.,	255,400.00	96,140.00	159,260.00
Naugatuck,	206,000.00	97,220.00	108,780.00
Boston & New York Air Line,	144,940.00	63,780.00	81,160.00
Providence & Springfield,	58,198.00		58,198.00
Danbury & Norwalk,	63,500.00	22,320.00	41,180.00
Holyoke & Westfield,	40,265.25		40,265.25
Berkshire,	36,250.00		36,250.00
New Haven & Derby,	46,630.00	14,144.00	32,486.00
Stockbridge & Pittsfield,	27,172.00		27,172.00
Providence, Warren & Bristol,	27,788.71		27,788.71
Pawtuxet Valley,	13,463.00		13,463.00
Plymouth & Middleboro,	11,350.00		11,350.00
Rhode Island & Mass., Mass. Div.,	10,000.00		10,000.00
Rhode Island & Mass., R. I. Div.,	7,500.00		7,500.00
Attleboro Branch,	5,718.00		5,718.00
Nantasket Beach,	6,250.00		6,250.00
Woonsocket & Pascoag,	5,000.00		5,000.00
Milford & Woonsocket,	4,325.00		4,325.00
Rockville,	3,650.00		3,650.00
Chatham,	3,120.89		3,120.89
West Stockbridge,	1,800.00		1,800.00
Milford, Franklin & Providence,	1,925.00		1,925.00
Colchester,	1,750.00		1,750.00
Middletown, Meriden & Waterb'y,	1,000.00		1,000.00
Total,	\$5,292,348.62	\$827,638.00	\$4,464,710.62

Rents Paid.*a.* Rents paid for lease of road:

Name of Road.	Interest on Bonds Guaranteed.	Dividends on Stock Guaranteed.	Cash.	Total.
Old Colony,	\$632,010.00	\$784,238.00	\$13,818.07	\$1,430,066.07
New England,	970,000.00	2,226.00	282.20	972,508.20
Boston & Providence,	86,800.00	400,000.00	9,873.07	496,673.07
Providence & Worcester,	60,000.00	350,000.00	6,000.00	416,000.00
Norwich & Worcester,	48,000.00	240,000.00	2,071.43	290,071.43
Harlem River & P. C.,	170,000.00	.....	.....	170,000.00
New Haven & N. Co.,	142,000.00	2,260.00	15,000.00	159,260.00
Naugatuck,	6,000.00	102,780.00	.....	108,780.00
Boston & N. Y. A. L.,	25,000.00	56,160.00	.....	81,160.00
Providence & Springfield,	37,500.00	20,698.00	.....	58,198.00
Danbury & Norwalk,	33,500.00	7,680.00	.....	41,180.00
Holyoke & Westfield,	8,000.00	.....	32,265.25	40,265.25
Berkshire, . . . . .	.....	36,000.00	250.00	36,250.00
New Haven & Derby,	28,750.00	3,736.00	.....	32,486.00
Prov., Warren & Bristol, . . . . .	.....	26,244.00	1,544.71	27,788.71
Stockbridge & Pittsfield, . . . . .	.....	26,922.00	250.00	27,172.00
Pawtuxet Valley,	6,400.00	7,063.00	.....	13,463.00
Plymouth & Middleboro,	11,250.00	.....	100.00	11,350.00
R. I. & M., Mass. Div., . . . . .	.....	.....	10,000.00	10,000.00
R. I. & M., R. I. Div., . . . . .	.....	.....	7,500.00	7,500.00
Nantasket Beach,	6,250.00	.....	.....	6,250.00
Attleboro Branch, . . . . .	.....	5,268.00	450.00	5,718.00
Woonsocket & Pascoag,	5,000.00	.....	.....	5,000.00
Milford & Woonsocket, . . . . .	.....	.....	4,325.00	4,325.00
Rockville, . . . . .	.....	.....	3,650.00	3,650.00
Chatham, . . . . .	.....	.....	3,120.89	3,120.89
Mil., Frank. & Prov., . . . . .	.....	.....	1,925.00	1,925.00
West Stockbridge, . . . . .	.....	.....	1,800.00	1,800.00
Colchester,	1,750.00	.....	.....	1,750.00
Midd't'n, Mer. & W't'rb'y, . . . . .	.....	.....	1,000.00	1,000.00
Total Rents, a,	\$2,278,210.00	\$2,071,275.00	\$115,225.63	\$4,464,710.62

Rents Paid. — *Continued.**b.* Rents paid for lease of tracks, yards, and terminals :

Designation of Property.	Situation of Property Leased.	Name of Company Own- ing Property Leased.	Item.	Total.
Tracks :	Bet. Conway Junc. and Shelburne Falls, Mass., Lowell, Mass., New London, Ct., Hopewell Junc., N. Y., to Wicopee Jct., N. Y.,	Fitchburg R. R., Boston & Maine, New London Union Passenger Station, Newburgh, Dutchess & Connecticut R. R.,	\$7,500.00 3,600.00 2,500.02 57,691.62	 \$71,291.64
Terminals :	Grand Central Stat'n, New York City, Piers, East River, New York City, Springfield, Mass., Pittsfield, Mass., Worcester, Mass., Ashland, Mass., Shelb'ne Falls, Mass., Fitchburg, Mass., Fishkill, N. Y., Newport, R. I.,	N. Y. & Harlem R. R., City of New York <i>et al.</i> , Boston & Albany, Boston & Albany, Boston & Albany, Boston & Albany, Fitchburg R. R., Fitchburg R. R., Homer Ramsdell, Trustees, Long Wharf,	160,179.92 84,524.97 22,499.99 2,500.00 16,000.01 850.00 2,500.00 3,130.08 300.00 1,400.00	 \$293,884.97
Grand total rents, <i>b</i> ,				\$365,176.61

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Increase Year ending June 30, 1902.	Decrease Year ending June 30, 1902.
\$54,318,216.15	Cost of Road (p. 268),	\$54,185,570.66	.....	\$132,645.49
5,261,793.72	Cost of Equipment (p. 268),	5,261,793.72	.....	.....
6,908,497.90	Stocks Owned (p. 271),	7,137,656.78	\$229,158.88	.....
2,431,233.33	Bonds Owned (p. 273),	2,474,713.33	43,480.00	.....
	Stocks of Leased Lines (not merged) re- ceived in exchange for stock of N. Y., N. H. & H. R. R. Co.	14,399,291.50	.....	.....
14,399,291.50	Cash and Current Assets (p. 266)	13,458,927.83	52,085.85	.....
2,769,328.76	Materials and Supplies,	2,455,040.95	.....	313,687.81
	Contingent Assets :			
1,532,948.56	N. Y., P. & B. & O. C. Terminal Co.,	1,532,948.56	.....	.....
756,117.00	Terminals, Lands Prov., R. I.,	756,117.00	.....	.....
5,658,799.12	Harlem River & Port Chester R. R.,	5,502,777.40	.....	156,021.72
115,208.66	Dedham & Hyde Park Improvement,	137,145.94	21,937.28	.....
\$107,558,276.68	Grand Total,	\$107,302,583.67	.....	\$255,693.01

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase Year ending June 30, 1902.	Decrease Year ending June 30, 1902.
\$54,685,400.00	Capital Stock (p. 265),	\$54,685,400.00	.....	.....
16,397,200.00	Convertible Debenture Certificates,	16,397,200.00	.....	.....
6,139,000.00	Funded Debt (p. 265),	6,139,000.00	.....	.....
10,000,000.00	Non-convertible Debentures,	10,000,000.00	.....	.....
6,622,818.03	Current Liabilities (p. 266),	6,007,865.47	.....	\$614,952.56
	Accrued Interest on Funded Debt not yet payable,	338,813.68	.....	14,834.45
353,648.13	Accrued Rentals not yet payable,	235,459.36	.....	1,233.90
236,693.26	Profit and Loss (p. 269),	13,498,845.16	\$375,327.90	.....
13,123,517.26				
\$107,558,276.68	Grand Total,	\$107,302,583.67	.....	\$255,693.01

Important Changes during the Year.

No extensions of road ; no decrease in mileage.

Important physical changes at Bridgeport, North Attleboro to Adamsdale, Newport, Providence, Fall River, and Boston are being made, some of which are nearly completed.

Contracts, Agreements, etc.

The Adams Express Co. operates over the road. The compensation is a percentage of the gross earnings.

The mail service is performed in accordance with Acts of the Congress and for the compensation fixed by the Post-office Department.

Sleeping, Parlor, and Buffet cars are owned and operated by this Company.

Joint lines are operated in connection with the Boston & Albany Railroad of both Parlor and Sleeping Cars, each road furnishing its quota, based on mileage.

Pullman Sleepers and Parlor Cars are operated between Boston and Jersey City, filling joint lines with the Pennsylvania Railroad between Boston and Washington.

Pullman Cars are also run jointly with the Boston & Maine and other roads, between New York city and the White Mountains, Bar Harbor, and Quebec.

Two Dining Cars are operated between Boston and New London, owned by this Company.

The Company has arrangements with its connections for the interchange of freight and passengers, whereby it receives in some cases its local rates, and in other cases a proportion of the through rate based on the relative mileage. There is also a contract (to which this Company is a party) between the rail and water transportation lines between New York and Boston which regulates passenger and freight rates.

Contract with the Western Union Telegraph Company for the transaction of the telegraph business, under which the Railroad Company furnishes operators at stations, carries telegraph material, etc., and receives a proportion of the gross receipts. Also contract with the Connecticut River Telegraph Co., covering the Valley Branch from Hartford to Saybrook Point. The Railroad Company to furnish operators, carry material, etc., and Telegraph Co. to transmit Railroad Co. messages.

Contracts with the New England Telephone & Telegraph Co., Southern Massachusetts Telephone Co., Providence Telephone Co., Southern New England Telephone & Telegraph Co., New York Telephone Co., Hudson River Telephone Co., and the American Telephone & Telegraph Co., for exchange service with the usual terms granted to Railroad Companies.

Security for Funded Debt.

Class of Bond or Obligation.	WHAT ROAD MORTGAGED.		Miles.	Amount of Mortgage per Mile of Line.
	From —	To —		
First Mortgage.	Junction with N. Y. & Harlem R. R. at or near Williams Bridge, N. Y.,	The northerly terminus of road at Springfield, Mass.	122.44	\$16,335.00
General Mort. N. Y., P. & B. R. R. Co.	Providence, R. I., including Thames Bdg.	New London, Conn.	62.11	16,100.00
First Mort. Shore Line Railway Co.	New Haven, Conn.,	New London, Conn.	49.40	4,049.00
First Mortgage Housatonic R. R. Co.	Bridgeport, Conn.,	Mass. State Line.	90.12	32,612.00
Consol. Mort. Housatonic R. R. Co.				

Employees and Salaries.

Class.	No.	Total No. of Days Worked.	Total Yearly Compens- ation.	Av. Daily Compens- ation.
General Officers,	32	9,899	\$238,833.34	\$24.13
Other Officers,	107	36,074	240,017.43	6.65
General Office Clerks,	959	306,860	643,985.39	2.10
Station Agents,	822	288,952	575,642.41	1.99
Other Station Men,	4,017	1,311,336	2,428,184.30	1.85
Enginemen,	1,056	343,099	1,286,785.80	3.75
Firemen,	1,047	343,511	700,826.20	2.04
Conductors,	1,003	314,493	992,205.80	3.15
Other Trainmen,	3,427	1,069,807	2,132,617.85	1.99
Machinists,	560	174,967	414,696.15	2.37
Carpenters,	1,117	340,614	757,064.00	2.22
Other Shopmen,	2,001	649,640	1,242,133.30	1.91
Section Foremen,	631	198,520	463,357.15	2.33
Other Trackmen,	4,932	1,188,123	1,770,128.95	1.49
Switchmen, Flagmen, and Watchmen,	1,779	628,491	981,802.60	1.56
Telegraph Operators and Dispatchers,	427	148,122	282,412.15	1.91
Employees—acct. Floating Equipm't,	377	126,755	214,988.25	1.70
All other Employees and Laborers, .	4,397	1,307,666	2,210,706.56	1.69
Total (including "General Officers"),	28,691	8,786,929	\$17,576,387.63	\$2.00
Less "General Officers",	32	9,899	\$238,833.34	\$24.13
Total (excluding "General Officers"),	28,659	8,777,030	\$17,337,554.29	\$1.98
Distribution of the above:				
General Administration,	637	202,629	606,446.49	2.99
Maintenance of Way and Structures,	6,452	1,662,839	2,862,910.00	1.72
Maintenance of Equipment,	4,028	1,268,827	2,493,456.15	1.97
Conducting Transportation,	17,574	5,652,634	11,613,574.99	2.05
Total (including "General Officers"),	28,691	8,786,929	\$17,576,387.63	2.00
Less "General Officers",	32	9,899	\$238,833.34	\$24.13
Total (excluding "General Officers"),	28,659	8,777,030	\$17,337,554.29	\$1.98

Traffic and Mileage Statistics.

Item.	No. Passengers, Tonnage, Car Mileage, No. Cars, etc.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic :				
No. of passengers carried earning revenue,	58,838,131	.....	.....	.....
No. of passengers carried 1 mile,	1,024,201,282	.....	.....	.....
No. of pas'grs carried 1 mile per mile of road,	505,195	.....	.....	.....
Average distance carried, miles,	17.41	.....	.....	.....
Total passenger revenue (p. 270), . . . . .	.....	17,866,424	51	.....
Average amt. received from each passenger, . . . . .	.....	.....	30	365
Average receipts per passenger per mile, . . . . .	.....	.....	01	744
Total passenger earnings (p. 270), . . . . .	.....	21,223,630	86	.....
Passenger earnings per mile of road, . . . . .	.....	10,468	71	.....
Passenger earnings per train mile, . . . . .	.....	1	42	141
Freight Traffic :				
Number of tons carried of freight earning revenue (p. 270),	17,145,313	.....	.....	.....
Number of tons carried one mile,	1,444,544,216	.....	.....	.....
No. of tons carried 1 mile per mile of road,	712,532	.....	.....	.....
Average distance haul of one ton, miles,	84.25	.....	.....	.....
Total freight revenue (p. 270), . . . . .	.....	21,018,284	05	.....
Av. amount received for each ton of freight, . . . . .	.....	.....	1	22
Average receipts per ton per mile, . . . . .	.....	.....	01	455
Total freight earnings (p. 270), . . . . .	.....	21,871,642	41	.....
Freight earnings per mile of road, . . . . .	.....	10,788	34	.....
Freight earnings per train mile, . . . . .	.....	3	29	431
Total Traffic :				
Gross earnings from operation (p. 270), . . . . .	.....	43,521,087	11	.....
Gross earnings from operation per mile of road, . . . . .	.....	21,467	09	.....
Gross earnings from operation per train mile, . . . . .	.....	2	04	065
Operating expenses (p. 275), . . . . .	.....	31,273,873	61	.....
Operating expenses per mile of road, . . . . .	.....	15,426	08	.....
Operating expenses per train mile, . . . . .	.....	1	46	639
Income from operation, . . . . .	.....	12,247,213	50	.....
Income from operation per mile of road, . . . . .	.....	6,041	03	.....
Car Mileage, etc. :				
Mileage of passenger cars,	61,286,421	.....	.....	.....
Average No. of passenger cars per train mile,	4.10	.....	.....	.....
Average No. of passengers per train mile,	69	.....	.....	.....
Mileage of loaded freight cars—North or East,	80,300,651	.....	.....	.....
Mileage of loaded freight cars—South or West,	55,362,392	.....	.....	.....
Mileage of empty freight cars—North or East,	10,274,388	.....	.....	.....
Mileage of empty freight cars—South or West,	34,798,276	.....	.....	.....
Average number of freight cars per train mile,	27.22	.....	.....	.....
Average number of loaded cars per train mile,	20.43	.....	.....	.....
Average number of empty cars per train mile,	6.79	.....	.....	.....
Average No. of tons of freight per train mile,	217.58	.....	.....	.....
Av. No. of tons of freight per loaded car mile,	10.65	.....	.....	.....
Average mileage operated during year,	2,027.34	.....	.....	.....
Train Mileage :				
Mileage of revenue passenger trains,	14,687,835	.....	.....	.....
Mileage of locomotives employed in "help- ing" passenger trains,	12,736	.....	.....	.....
Percentage of "helping" to revenue train mileage, per cent., . . . . .	.0009	.....	.....	.....
Mileage of revenue mixed trains,	243,550	.....	.....	.....
Mileage of revenue freight trains,	6,395,676	.....	.....	.....
Mileage of locomotives employed in "help- ing" mixed and freight trains,	241,166	.....	.....	.....
Percentage of "helping" to revenue train mileage, per cent.,	3.63	.....	.....	.....
Total revenue train mileage,	21,327,061	.....	.....	.....
Mileage of nonrevenue trains,	6,408,150	.....	.....	.....

Freight Traffic Movement.

Commodity.	Freight Originating on this Road.	Freight Re- ceived from Connecting Roads and Other Car- riers.	TOTAL FREIGHT TONNAGE.	
	Whole Tons.	Whole Tons.	Whole Tons.	Per Cent.
Products of Agriculture:				
Grain,	130,654	412,894	543,548	3.17
Flour,	65,471	130,309	195,780	1.15
Other Mill Products,	57,977	186,509	244,486	1.42
Hay,	56,827	160,284	217,111	1.26
Tobacco,	10,802	5,286	16,088	0.10
Cotton,	45,371	133,383	178,754	1.04
Fruit and Vegetables,	47,382	132,710	180,092	1.05
Products of Animals:				
Live Stock,	28,224	33,831	62,055	0.40
Dressed Meats,	67,033	65,583	132,616	0.80
Other Packing-House Products,	10,258	32,785	43,043	0.25
Poultry, Game, and Fish,	23,825	7,497	31,322	0.18
Wool,	35,402	20,402	55,804	0.32
Hides and Leather,	15,448	50,184	65,632	0.39
Products of Mines:				
Anthracite Coal,	1,516,862	512,886	2,029,748	11.83
Bituminous Coal,	1,427,443	384,675	1,812,118	10.57
Coke,	11,108	62,750	73,858	0.43
Ores,	6,646	3,896	10,542	0.06
Stone, Sand, and other like Articles,	612,254	144,340	756,594	4.41
Products of Forests:				
Lumber,	368,403	468,844	837,247	4.88
Manufactures:				
Petroleum and other Oils,	123,856	30,444	154,300	0.90
Sugar,	27,075	4,736	31,811	0.18
Iron, Pig and Bloom,	54,021	113,801	167,822	0.98
Iron and Steel Rails,	18,159	42,359	60,518	0.35
Other Castings and Machinery,	152,356	86,981	239,337	1.40
Bar and Sheet Metal,	198,529	299,481	498,010	2.90
Cement, Brick, and Lime,	406,435	215,338	621,773	3.62
Agricultural implements,	4,592	4,535	9,127	0.05
Wagons, Carriages, Tools, etc.,	4,043	2,775	6,818	0.04
Wines, Liquors, and Beers,	46,358	38,962	85,320	0.50
Household Goods and Furniture,	7,499	8,889	16,388	0.10
Merchandise,	2,661,866	1,175,368	3,837,234	22.35
Miscellaneous—Other Commodi- ties not mentioned above,	2,253,695	1,676,722	3,930,417	22.92
Total Tonnage—Entire Line,	10,495,874	6,649,439	17,145,313	100.00

Explanatory Remarks.

The statement on next page includes the equipment of leased lines.

Description of Equipment.

Item.	No. Added during Year.	Total No. at end of Year.	EQUIPMENT FITTED WITH TRAIN BRAKE.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
			No.	Name.	No.	Name.
Locomotives — Owned and Leased :						
Passenger,	10	476	476	{ 10 Eames. 466 West.	308	<i>a</i>
Freight,	10	286	286	West-house.	272	<i>b</i>
Switching, . . . . .	.....	180	180	"	147	<i>c</i>
Total Locomotives in Serv.,	20	942	942	.....	727	.....
Cars — Owned and Leased :						
In Passenger Service —						
First Class Cars,	57	1206	1206	{ 23 Eames. 1183 West.	1183	<i>d</i>
Combination Cars,	5	271	271	{ 6 Eames. 265 West.	265	<i>e</i>
Dining Cars, . . . . .	.....	3	3	"	3	<i>f</i>
Parlor Cars, . . . . .	.....	94	94	"	94	<i>g</i>
Sleeping Cars, . . . . .	.....	26	26	"	26	<i>h</i>
Baggage, Express, and Postal Cars,	12	267	267	{ 266 West. 1 Eames.	266	<i>i</i>
Total,	74	1867	1867	.....	1837	.....
In Freight Service —						
Box Cars,	575	5927	5661	West-house.	5927	<i>j</i>
Flat Cars, . . . . .	.....	1728	1571	"	1728	<i>k</i>
Stock Cars, . . . . .	.....	6	.....	.....	6	<i>l</i>
Coal Cars,	106	5302	4995	"	5302	<i>m</i>
Tank Cars,	1	2	2	"	2	<i>n</i>
Total,	682	12965	12229	.....	12965	.....
In Company's Service —						
Officers' and Pay Cars, . . . . .	.....	13	13	West-house.	13	<i>o</i>
Derrick Cars, . . . . .	.....	44	33	"	44	<i>p</i>
Caboose Cars, . . . . .	.....	268	199	"	268	<i>q</i>
Other Road Cars, . . . . .	.....	245	168	"	229	<i>r</i>
Total, . . . . .	.....	570	413	.....	554	.....
Total Cars in Service,	756	15402	14509	.....	15356	.....

a 278 National Hinson, 5 Miller, 24 Tower, 1 Thurmond. *b* 9 National Hinson, 1 Gould, 248 Tower, 14 Thurmond. *c* 1 National Hinson, 136 Tower, 10 Thurmond. *d* 16 Janney-Miller, 33 Van Dorn, 861 National Hinson, 2 Janney, 6 Tower, 260 Miller. *e* 236 National Hinson, 19 Miller, 10 Van Dorn. *f* 2 National Hinson, 1 Miller. *g* 2 National Hinson. *h* 2 National Hinson, *i* 261 National Hinson, 5 Van Dorn. *j* See statement attached. *k* See statement attached. *l* 4 Janney, 2 Tower. *m* See statement attached. *n* 1 Janney, 1 Tower. *o* National Hinson. *p* 6 Janney, 4 Trojan, 1 Buckeye, 32 Tower, 1 American. *q* 124 Janney, 1 Trojan, 126 Tower, 12 Chicago, 1 Gould, 1 Tower-Chicago, 2 Janney-Tower, 1 Janney-Chicago. *r* 45 Janney, 2 Trojan, 160 Tower, 2 Chicago, 1 National, 4 American, 2 Gould, 10 National Hinson, 2 Miller, 1 Janney-Standard.

Description of Equipment.—*Continued.*STATEMENT OF FREIGHT EQUIPMENT FITTED WITH AUTOMATIC COUPLERS,
JUNE 30, 1902.*Box Cars.*

2111 Janney	2 Little Giant	17 Buckeye
268 American	2863 Tower	36 Nat. Hinson
1 Hein	8 Gould	35 National
220 Trojan	61 Chicago	6 Norton
2 Standard		

14 Cars with 1 Janney	1 Trojan	109 Cars with 1 Janney	1 Tower
4 " 1 "	1 Chicago	3 " 1 "	1 National
14 " 1 "	1 American	14 " 1 "	1 Gould
3 " 1 "	1 Buckeye	1 " 1 "	1 Dowling
1 " 1 "	1 Smilie	1 " 1 "	1 Hein
23 " 1 Trojan	1 Tower	1 " 1 Trojan	1 Chicago
1 " 1 "	1 National	1 " 1 "	1 American
4 " 1 "	1 Gould	1 " 1 "	1 Pooley
4 " 1 Tower	1 Chicago	6 " 1 Tower	1 National
43 " 1 "	1 American	14 " 1 "	1 Gould
3 " 1 "	1 Buckeye	2 " 1 "	1 Norton
2 " 1 "	1 Little Giant	1 " 1 "	1 Hein
1 " 1 "	1 Thurmond	2 " 1 Chicago	1 American
2 " 1 Chicago,	1 Gould	1 " 1 National	1 Gould
1 " 1 National	1 Hein	18 " 1 American	1 Gould
1 " 1 American	1 Standard	1 " 1 "	1 Smilie

Total, 5927 cars.

Flat Cars.

623 Janney	1 Gould	31 Chicago.
5 American	905 Tower	28 National
100 Trojan	1 Buckeye	

5 Cars with 1 Janney	1 Trojan	15 cars with 1 Janney	1 Tower
1 " 1 "	1 Chicago	1 " 1 "	1 National
1 " 1 "	1 American	1 " 1 "	1 Gould
1 " 1 Trojan	1 Tower	1 " 1 Trojan	1 National
2 " 1 "	1 Gould	3 " 1 Tower	1 National
1 " 1 Tower	1 American	1 " 1 "	1 Gould
1 " 1 National	1 American		

Total, 1728 cars.

Coal Cars.

770 Janney	94 Standard	121 Chicago
15 American	4086 Tower	2 Norton
127 Trojan	3 Gould	23 National

5 Cars with 1 Janney	1 Trojan	25 Cars with 1 Janney,	1 Tower
1 " 1 "	1 National	1 " 1 "	1 American
1 " 1 "	1 Gould	14 " 1 Trojan	1 Tower
1 " 1 Trojan	1 Chicago	4 " 1 Tower	1 Chicago
1 " 1 Tower	1 National	3 " 1 "	1 American
1 " 1 "	1 Gould	1 " 1 "	1 Buckeye
2 " 1 "	1 Standard	1 " 1 National	1 Gould

Total, 5302 cars.

Mileage.**a. Mileage of road operated (all tracks):**

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated under Lease.	Line Operated under Contract, etc.	Line Operated under Track-age Rights.	Total Mileage Operated.	New Line Constructed during Year.	RAILS. (Excluding Trackage Rights.)	
	Main Line.	Branches and Spurs.							Iron	Steel.
Miles of single track,	233.94	204.36	179.40	1,353.21	37.17	29.60	2,037.68	.....	.....	2,008.08
Miles of sec'd track,	233.94	4.84	11.50	404.15	.....	12.60	667.03	.....	.....	654.43
Miles of third track,	55.32	.....	1.25	20.64	.....	12.45	89.66	1.02	.....	77.21
Miles of fourth track,	55.32	.....	1.25	19.58	.....	12.45	88.60	1.92	.....	76.15
Miles of yard track and sidings,	221.44	55.09	138.60	755.12	19.09	.....	1,189.34	29.75	230.56	958.78
Total mileage operated,	799.96	264.29	332.00	2,552.70	56.26	67.10	4,072.31	32.69	230.56	3,774.65

b. Mileage of line operated, by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated under Lease.	Line Operated under Contract, etc.	Line Operated under Track-age Rights.	Total Mileage Operated.	Steel Rails (Excluding Trackage Rights).
	Main Line.	Branches and Spurs.						
Connecticut,	170.01	196.09	94.85	426.80	.....	.....	887.75	887.75
Massachusetts,	5.95	.....	63.60	767.91	37.17	6.62	881.25	874.63
Rhode Island,	43.94	8.27	9.45	128.03	.....	.....	189.69	189.69
New York,	14.04	.....	11.50	30.47	.....	22.98	78.99	56.01
Total mileage operated,	233.94	204.36	179.40	1,353.21	37.17	29.60	2,037.68	2,008.08

c. Mileage of line owned, by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Connecticut,	170.01	196.09	366.10	366.10
Massachusetts,	5.95	.....	5.95	5.95
Rhode Island,	43.94	8.27	52.21	52.21
New York,	14.04	.....	14.04	14.04
Total mileage owned,	233.94	204.36	438.30	438.30

Mileage—State of Connecticut.

a. Mileage of road operated (all tracks):

Line in Use.	LINE REPRESENTED BY CAPITAL STOCK.		Line of Proprietary Companies.	Line Operated under Lease.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.					Iron.	Steel.
Miles of single track,	170.01	196.09	94.85	426.80	887.75	.....	.....	887.75
Miles of second track,	170.01	3.18	.....	75.36	248.55	.....	.....	248.55
Miles of third track,	42.44	.....	.....	.....	42.41	.....	.....	42.44
Miles of fourth track,	42.44	.....	.....	.....	42.44	.....	.....	42.44
Miles of yard track and sidings, . . .	177.96	53.87	33.98	182.98	448.79	5.88	55.92	392.87
Total mileage operated,	602.86	253.14	128.83	685.14	1,669.97	5.88	55.92	1,614.05

b. Mileage of line owned in Connecticut (all tracks):

State of Connecticut.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
	Main Line.	Branches and Spurs.			Iron.	Steel.
Miles of single track, . . .	170.01	196.09	366.10	.....	.....	366.10
Miles of second track, . . .	170.01	3.18	173.19	.....	.....	173.19
Miles of third track, . . .	42.44	.....	42.44	.....	.....	42.44
Miles of fourth track, . . .	42.44	.....	42.44	.....	.....	42.44
Miles of yard track and sidings,	177.96	53.87	231.83	3.31	32.61	199.22
Total mileage, . . .	602.86	253.14	856.00	3.31	32.61	823.39

c. Mileage of line owned in Connecticut (single track):

State of Connecticut.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Total Mileage owned, . . .	170.01	196.09	366.10	366.10

Renewals of Rails and Ties.**NEW RAILS LAID DURING YEAR.**

Kind.	Tons.	Weight Per Yard.	Average Price Per Ton at Distributing Point.
Steel,	7,421.609	100 lbs.	
"	5.869	88 "	
"	1.704	79 "	
"	8,729.963	78 "	
"	2.967	75 "	
"	2,611.961	74 "	
"	1.247	70 "	
"	2.670	66 "	
"	1.400	31 "	
Total,	18,778.890	.....	\$25.77

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average Price at Distributing Point.
First Quality,	1,072,874	39.96 cts.
Second Quality,	248,106	25.04 "
Total,	1,320,980	37.16 cts.

Consumption of Fuel by Locomotives.

Locomotives.	COAL—TONS.		Soft Wood. Cords.	Total Fuel Consumed—Tons.	Miles Run.	Average Pounds Consumed Per Mile.
	Anthracite.	Bituminous.				
Passenger,	26,437	504,842	967	531,762	14,142,958	75.20
Freight,	7,239	485,859	724	493,460	7,163,539	137.77
Switching,	22,497	192,420	325	215,079	6,018,039	71.48
Construction, . . . . .	.....	26,560	.....	26,560	701,201	75.76
Pay,	33	310	.....	343	9,439	72.80
Total,	56,207	1,209,991	2,016	1,267,216	28,035,176	90.40
Av. cost at dis. point,	\$3.95	\$2.71	\$1.72	\$2.77		

Accidents to Persons—State of Connecticut only.

a. Accidents resulting from the movement of trains, locomotives, or cars:

EMPLOYEES.

Kind of Accident.	TRAINMEN.		SWITCHM'N, FLAGMEN, AND WATCHMEN.		STATION- MEN AND SHOPMEN.		TRACKMEN.		OTHER EMPLOYEES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling or Uncoupling,	2	22	..	..	..	..	..	..	..	..	2	22
Collisions,	3	21	..	..	..	..	..	..	..	..	3	21
Derailments, . . . .	..	4	..	..	..	..	..	..	..	..	..	4
Parting of Trains, . . . .	..	5	..	..	..	..	..	..	..	..	..	5
Falling from Trains, Locomotives, or Cars,	8	38	..	..	1	..	1	1	..	..	10	39
Jumping on or off Trains, Locomotives, or Cars,	1	24	..	..	..	..	..	1	..	2	1	27
Struck by Trains, Locomotives, or Cars,	10	7	1	..	..	..	3	5	..	2	14	14
Overh'd Obstruct'ns,	2	20	..	..	..	..	..	..	..	..	2	20
Other Causes, . . . .	..	37	..	..	..	2	..	..	..	1	..	40
Total,	26	178	1	..	1	2	4	7	..	5	32	192

Kind of Accident.	OTHERS.							
	PASSENGERS.		TRESPASSING.		NOT TRESPASSING.		TOTAL.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Collisions, . . . .	..	6	..	..	..	..	..	..
Derailments, . . . .	..	2	..	..	..	..	..	..
Falling from Trains, Locomotives, or Cars, . . . .	..	..	4	3	..	..	4	3
Jumping on or off Trains, Locomotives, or Cars,	1	10	6	7	..	..	6	7
Struck by Trains, Locomotives, or Cars—								
At Highway Crossings, . . . .	..	..	3	4	7	9	10	13
At Stations, . . . .	..	..	2	3	1	1	3	4
At other points along track, . . . .	..	..	59	22	..	..	59	22
Other Causes, . . . .	..	4	4	2	..	2	4	4
Total,	1	22	78	41	8	12	86	53

Accidents to Persons—State of Connecticut only.—*Continued.*

Summary.	TOTAL.	
	Killed.	Injur'd.
Employees,	32	192
Passengers,	1	22
Others,	86	53
Total,	119	267

b. Accidents arising from causes other than those resulting from the movement of trains, locomotives, or cars:

EMPLOYEES.

Kind of Accident.	Station Men Injured.	Trackmen Injured.	Other Empl'ees Injured.	Total Empl'ees Injured.
Handling Traffic,	13	1	2	16
Handling Tools, Machinery, etc., . . . . .	..	1	1	2
Handling Supplies, . . . . .	..	2	..	2
Getting on or off Locomotives or Cars at rest, . . . . .	..	..	1	1
Other Causes,	5	2	1	8
Total,	18	6	5	29

Characteristics of Road.

Working Divisions or Branches.	Miles.	ALIGNMENT.		
		Number of Curves.	Aggregate Length of Curved Line. Miles.	Length of Straight Line. Miles.
New York Division, . . .	114.70	221	42.49	72.21
New Haven Ter. " . . .	7.02	18	3.26	3.76
Shore Line " . . .	194.71	263	63.25	131.46
Hartford " . . .	149.33	254	56.16	93.17
Air Line & No. H. " . . .	191.28	351	60.24	131.04
Naugatuck " . . .	60.99	252	34.39	26.60
Berkshire " . . .	183.62	560	87.91	95.71
Highland " . . .	173.68	...	.....	.....
Providence " . . .	75.31	89	20.85	54.46
Worcester " . . .	199.57	349	78.20	121.37
Plymouth " . . .	278.86	347	78.66	200.20
Taunton " . . .	230.67	313	63.94	166.75
Midland " . . .	148.34	206	46.92	101.42
Total,	2,008.08			

PROFILE.

Length of Level Line. Miles.	ASCENDING GRADES.			DESCENDING GRADES.		
	No.	Sum of Ascents. Feet.	Aggregate Length of Ascending Grades. Miles.	No.	Sum of Descents. Feet.	Aggregate Length of Descending Grades. Miles.
.....
.....
38.65	84	1,246	65.33	93	1,706	90.73
42.75	88	1,655.5	54.57	84	1,257.5	52.01
46.16	107	3,127	88.06	83	2,236	57.06
9.09	69	1,148	40.34	45	236	11.56
.....
.....
.....	31	932	27.82	..	.....	.....
40.02	120	2,590	93.56	91	1,643	65.99
53.19	225	3,527	108.62	229	3,626	116.88
.....
.....

*BRIDGES, TRESTLES, TUNNELS, ETC.

(State of Connecticut only.)

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridges:							
Stone, . . .	101	2,839	..	10	..	385	..
Iron, . . .	448	38,920	..	10	..	1,543	..
Wooden, . . .	193	9,235	..	10	..	470	..
Total, . . .	742	50,994	..	..	..	..	..
Trestles, . . .	121	35,267	..	15	..	2,863	..
Tunnels, . . .	5	2,257	..	176	..	1,200	..

* Includes data applying to leased lines.

OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Overhead Highway Crossings:			
Bridges,	192	14	1
Conduits,	3	14	3
Trestles,	17	14	4
Total,	212	..	..
Overhead Railway Crossings:			
Bridges,	6	14	6
Conduits,	1	15	..
Total,	7	..	..
Tunnels,	5	14	8

GAUGE OF TRACK — 4 feet 8½ inches; 366.10 miles.

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Name of Owner.	Name of Operating Company.
319.90	Western Union Telegraph Co.	Western Union Telegraph Co.
46.20	Conn. River Telegraph Co.	Conn. River Telegraph Co.

Car Mileage.

Paid or allowed for rolling stock not the property of railroads nor consigned for use by lease :

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount.
American Cotton Oil Co.,	Tank,	3/4	\$1,162.27
American Refrigerator Transit Co.,	Refrigerator,	3/4	623.63
American Cereal Co. Despatch,	Box,	6/10	104.19
American Fast Freight Line,	Box,	6/10	26.45
American Fast Freight Line,	Tank,	3/4	
Anglo-American Refrigerator Car Co.,	Box,	6/10	483.67
Anglo-American Refrigerator Car Co.,	Refrigerator,	3/4	
Arbuckle Ariosa Despatch,	Box,	6/10	494.35
Arms Palace Horse Car Co.,	Horse,	6/10	347.57
Armour Car Lines,	Box,	6/10	16,306.16
Armour Car Lines,	Refrigerator,	3/4	
American Live Stock Express,	Stock,	6/10	.50
American Tool Works Co.,	Flat,	6/10	3.16
American Tank Line,	Tank,	3/4	2.75
Brill, J. G. & Co.,	Flat,	6/10	101.07
Brooklyn Cooperage Co.,	Rack,	6/10	143.72
Berwind White Coal Mine Co.,	Coal,	6/10	67.96
Beadleston & Woerz,	Refrigerator,	3/4	14.37
Buckeye Transportation Co.,	Refrigerator,	3/4	202.70
Barrett Manufacturing Co.,	Tank,	3/4	24.20
Booth, A. & Co.,	Refrigerator,	3/4	6.15
Cold Blast Transportation Co.,	Refrigerator,	3/4	1,219.53
Crescent Tank Line,	Tank,	3/4	115.87
Cudahy Refrigerator Line,	Refrigerator,	3/4	2,330.17
Chicago, N. Y. & Boston Refrig. Co.,	Refrigerator,	3/4	453.07
Continental Fruit Express,	Refrigerator,	3/4	483.04
Cutting Car Co.,	Bark,	6/10	165.85
Cleveland Provision Co.,	Refrigerator,	3/4	5.16
Cilley, Brad J.,	Coal,	6/10	.77
Commerce Despatch Co.,	Box,	6/10	623.61
Cornplanter Tank Line,	Tank,	3/4	3.56
Cochrane Chemical Co.,	Tank,	3/4	50.52
Central Equipment Co.,	Box,	6/10	4.46
Cudahy Milwaukee Refrigerator Line,	Refrigerator,	3/4	11.70
Craig Oil Co.,	Tank,	3/4	.66
Canada Cattle Car Co.,	Stock,	6/10	2.46
Continental Refining Co.,	Tank,	3/4	2.81
Consolidated Cattle Car Co.,	Stock,	6/10	2.20
Crystal Car Line,	Tank,	3/4	.64

Car Mileage.—Continued.

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount.
Dold, Jacob, Packing Co.,	Refrigerator,	3/4	\$104.35
Dairy Shippers Despatch,	Refrigerator,	3/4	56.60
Ellsworth, J. W. & Co.,	Coal,	6/10	2.29
Empire Oil Works,	Tank,	3/4	37.78
Eastern Live Stock Express,	Stock,	6/10	9.73
Falls Manufacturing Co.,	Tank,	3/4	3.95
German-American Refrigerator Line, . .	Refrigerator,	3/4	9.15
Globe Refining Co.,	Tank,	3/4	58.80
Hammond Refrigerator Line,	Box,	6/10	2,855.95
Hammond Refrigerator Line,	Refrigerator,	3/4	
Horlick Food Co. Car Line,	Box,	6/10	4.18
Hackett Refrigerator Car Co.,	Refrigerator,	3/4	4.64
Indianapolis Abattoir Co.,	Refrigerator,	3/4	3.65
Jackson & Sharp,	Flat,	6/10	17.67
Kansas City Refrigerator Car Co., . .	Refrigerator,	3/4	174.82
Kingan Refrigerator Line,	Refrigerator,	3/4	233.51
Knabb, A. & Co.,	Box,	6/10	27.31
Keystone Live Stock Express,	Stock,	6/10	981.17
Kalbfleisch, F. & Co.,	Tank,	3/4	1.17
Laconia Car Co.,	Flat,	6/10	12.45
Lipton Car Lines,	Refrigerator,	3/4	83.17
Lake Carriers Oil Co.,	Tank,	3/4	1.74
Live Poultry Transportation Co., . . .	Poultry,	6/10	16.30
Libby, McNeil & Libby,	Refrigerator,	3/4	2.61
Morris Refrigerator Line,	Box,	6/10	2,657.33
Morris Refrigerator Line,	Tank,	3/4	
Merchants Despatch Transportation Co.,	Box,	6/10	6,719.29
Merchants Despatch Transportation Co.,	Refrigerator,	3/4	
Morrell Refrigerator Line,	Refrigerator,	3/4	167.06
Mather Horse & Stock Car Co., . . .	Stock,	6/10	12.04
Michigan Ammonia Works,	Tank,	3/4	2.12
Montana Coal & Coke Co.,	Coal,	6/10	8.61
Miller Refrigerator Line,	Refrigerator,	3/4	8.48
Monongah. Coal & Coke Co.,	Coal,	6/10	4.49
Mathieson Alkali Works,	Tank,	3/4	.71
Narragansett Brewing Co.,	Refrigerator,	3/4	212.87
North & South Rolling Stock Co., . .	Box,	6/10	109.58
North & South Rolling Stock Co., . .	Refrigerator,	3/4	
New England Gas & Coke Co.,	Coal,	6/10	200.30
New England Car Co.,	Horse,	6/10	18.57
National Rolling Stock Co.,	Flat,	6/10	24.67
Omaha Packing Co.,	Refrigerator,	3/4	869.53
Penn. Refining Co.,	Tank,	3/4	.15
Producers Oil Co.,	Tank,	3/4	1.06
Penn. Paraffine Works,	Tank,	3/4	1.87
Provision Dealers Despatch,	Refrigerator,	3/4	257.52
Produce Shippers Despatch,	Refrigerator,	3/4	109.04
Pacific Stock Express,	Stock,	6/10	104.80
Pabst Refrigerator Line,	Refrigerator,	3/4	68.91
Pittsburg Plate Glass Co.,	Flat,	6/10	30.91
Pennsylvania Gas Coal Co.,	Coal,	6/10	12.41
Peerless Tank Line,	Tank,	3/4	1.74
Pittsburg & Buffalo Co.,	Coal,	6/10	1.92
Pittsburg Coal Co.,	Coal,	6/10	3.24
Squires Car Lines,	Stock,	6/10	158.67

Car Mileage.— *Continued.*

CARS USED.		COMPENSATION.	
Name of Owner.	Description.	Rate.	Amount.
Streets Western Stable Car Line, . . .	Stock,	6/10	\$21.26
Southern Despatch Lumber Line, . . .	Box,	6/10 }	61.47
Southern Despatch Lumber Line, . . .	Refrigerator,	3/4 }	
St. Louis Dressed Beef & Prov. Co., . . .	Refrigerator,	3/4	156.65
Smith, Levi,	Tank,	3/4	4.34
Springfield Brewing Co.,	Refrigerator,	3/4	214.03
St. Louis Refrigerator Car Co.,	Refrigerator,	3/4	359.78
Santa Fé Refrigerator Line,	Refrigerator,	3/4	192.67
Shippers Refrigerator Car Co.,	Refrigerator,	3/4	385.33
Swift Refrigerator Line,	Box,	6/10 }	9,110.17
Swift Refrigerator Line,	Refrigerator,	3/4 }	
Swift Live Stock Express,	Stock,	6/10	739.07
Speares Tank Line,	Tank,	3/4	54.99
Southern Cotton Oil Co.,	Tank,	3/4	.11
Special Freight Despatch,	Flat,	6/10	6.21
Standard Butterine Refrig. Express, . .	Refrigerator,	3/4	61.12
St. Charles Refrigerator Despatch, . . .	Refrigerator,	3/4	9.04
Superior Car Line,	Tank,	3/4	.08
Tide Water Oil Co.,	Tank,	3/4	81.82
Titusville Oil Works,	Tank,	3/4	1.38
Union Tank Line,	Rack,	6/10 }	4,627.42
Union Tank Line,	Tank,	3/4 }	
Union Refrigerator Transportation Co., .	Refrigerator,	3/4	801.52
United Coke & Gas Co.,	Coal,	6/10	2.53
U. S. Navy Yard Car No. 1,	Flat,	6/10	4.27
Venice Transportation Co.,	Flat,	6/10	15.17
Vinton Colliery Co.,	Coal,	6/10	2.45
Westmoreland Coal Co.,	Coal,	6/10	922.87
Western Live Stock Express,	Stock,	6/10	474.89
Wason Manufacturing Co.,	Flat,	6/10	14.59
Western Refrigerator Line,	Refrigerator,	3/4	88.95
Western Refrigerator Trans. Co., . . .	Refrigerator,	3/4	7.32
Westinghouse Electric Manfg. Co., . . .	Flat,	6/10	8.46
Total,			\$60,491.79

Taxes and Assessments of all Kinds.

a. For reporting Company's owned and proprietary lines:

State or Territory.	AD VALOREM TAX.		Specific Tax on Gross or Net Earnings, Revenue, or Dividends.	On Property Owned not used in operation and Miscellaneous.	Internal Revenue U. S. Government.	Total.
	On the Value of Real and Personal Property.	On the Value of Stocks or Bonds; or on Valuation based on Earnings, Dividends, or other Results of Operation.				
Massachusetts, . . .	\$445,020.15	\$521,834.25	.....	\$12,082.89	.....	\$978,937.29
Connecticut, . . .	35,714.19	950,794.56	.....	9,948.24	.....	996,456.99
Rhode Island, . . .	183,240.77	.....	.....	1,458.51	.....	184,699.28
New York, . . .	170,864.95	.....	\$11,111.09	443.80	.....	182,419.84
All States, . . .	.....	.....	.....	.....	\$67,867.11	67,867.11
Total, . . .	\$834,840.06	\$1,472,628.81	\$11,111.09	\$23,933.44	\$67,867.11	\$2,410,380.51

Oath.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

We, the undersigned, John M. Hall, President, and H. M. Kochersperger, Comptroller, of the New York, New Haven & Hartford Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

JOHN M. HALL,
President.

H. M. KOCHERSPERGER,
Comptroller.

Subscribed and sworn to before me this 29th day of September, 1902.

JOHN G. PARKER,
Notary Public.

NORWICH & WORCESTER RAILROAD CO.

History.

Name of common carrier making this report: Norwich & Worcester Railroad Company.

Date of organization: June 22, 1836.

Under laws of what Government, State, or Territory organized: Massachusetts and Connecticut.

What carrier operates the road of this company: The New York, New Haven & Hartford Railroad Company.

Organization.

Names of Directors.	Post-office Address.	Expiration of Term.
EDWARD L. DAVIS,	Worcester, Mass.	January 14, 1903.
THOMAS B. EATON,	" "	" "
JOSIAH H. CLARKE,	" "	" "
FRANCIS H. DEWEY,	" "	" "
A. GEORGE BULLOCK,	" "	" "
CHARLES P. COGSWELL,	Norwich, Conn.	" "
STEPHEN SALISBURY,	Worcester, Mass.	" "

Total number of stockholders at date of last election: 941.

Date of last meeting of stockholders for election of directors: January 8, 1902.

Post-office address of general office: New Haven, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: M. M. Whittemore, Treasurer, New Haven, Conn.

Officers.

Title.	Name.	Location of Office.
President,	A. GEORGE BULLOCK,	Worcester, Mass.
Secretary,	M. M. WHITTEMORE,	New Haven, Conn.
Treasurer,	M. M. WHITTEMORE,	" "

Property Operated.

Name of all coal, bridge, canal, or other properties, the earnings and expenses of which affect the General Balance Sheet (p. 300):

Name.	Character of Business.	Title.
Norwich & New York Transportation Company.	Steamboat Transportation.	This Company is owned by the Norwich & Worcester R. R. Co., and its steamers run between New London and New York through Long Island Sound.

Property Leased, or Otherwise Assigned for Operation.

Name of railroad the income of which from lease, or from other assignment for operation, is included in the Income Account (p. 299):

Name.	TERMINALS.		By what Company Operated.	Under what kind of Contract Operated.	Miles of Line.
	From —	To —			
Norwich & Worcester.	Groton.	Worcester.	N. Y., N. H. & H. R. R. Co.	100 yrs. Lease.	71.60

Property Leased, or Otherwise Controlled for Operation.

This Company leased its road to the Boston, Hartford & Erie R. R. Company for one hundred years from February 9, 1869. The lessee pays dividends on this Company's preferred capital stock and interest on its debt and operates the road.

Amendment to above lease, and lease itself, assumed by the New York, New Haven & Hartford Railroad Company, July 1, 1898.

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.	DIVIDENDS DECLARED DURING YEAR.	
					Rate.	Amount.
Common,	66	\$100.00	\$6,600.00	\$6,600.00	.....	.....
Preferred,	38,250	100.00	*3,825,000.00	3,000,000.00	8 p. ct.	\$240,000.00
Total,	38,316	.....	\$3,831,600.00	\$3,006,600.00	.....	\$240,000.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash: Common,	66	\$6,600.00
Issued for Construction: Preferred,	28,711	†3,169,892.83
Issued for Stock, The Nor. & N. Y. Trans. Co.: Preferred,	1,289	225,575.00
Total,	30,066	\$3,402,067.83

* No dividends declared on this.

† To be converted into preferred whenever presented.

Funded Debt.

Class of Bond or Obligation.	TIME.		Amount of Authorized Issue.	Amount Issued.	Amount Outstanding.	Cash Realized on Amount Issued.
	Date of Issue.	When Due.				
Deb. Bonds,	Mar. 1 1897	Mar. 1 1927	\$2,000,000.00	\$1,200,000.00	\$1,200,000.00	\$1,280,628.00

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.	Amount Paid during Year.
4 per cent.	September 1st and March 1st.	\$48,000.00	\$48,000.00

Recapitulation of Funded Debt.

Class of Debt.	Amount Issued.	Amount Outstanding.	INTEREST.	
			Amount Accrued during Year.	Amount Paid during Year.
Mortgage Bonds (p. 298), Debentures,	\$1,200,000.00	\$1,200,000.00	\$48,000.00	\$48,000.00

Current Assets and Liabilities.

Cash and Current Assets Available for Payment of Current Liabilities.	Current Liabilities Accrued to and including June 30, 1902.
Cash, \$88,134.51	Dividends not called for, \$3,023.00
Bills Receivable, 285,000.00	Matured Interest Coupons unpaid, 180.00
Other Cash Assets (excluding "materials and supplies"),* 12,512.00	Rents due July 1st, 60,382 00
Total Cash and Current Assets, \$385,646.51	Total Current Liabilities, \$63,585.00
	Balance—Cash Assets, 322,061.51
	Total, \$385,646.51

* Materials and supplies on hand, \$450,869.65.

Recapitulation.

For mileage owned by road making this report:

Account.	Total Amount Outstanding.	APPORTIONMENT.		AMOUNT PER MILE OF LINE.	
		To Railroads.	To Other Properties.	Miles.	Amount.
Capital Stk. (p. 297),	\$3,006,600.00	\$3,006,600.00	.....	71.60	\$41,991.62
Bonds (p. 298), .	1,200,000.00	920,000.00	\$280,000.00	71.60	12,849.16
Total, . . .	\$4,206,600.00	\$3,926,600.00	\$280,000.00	.....	\$54,840.78

Cost of Road, Equipment, and Permanent Improvements.

Item.	Expenditures during year, not included in Operating Expenses, charged to Construction or Equipment.	Total Cost to June 30, 1901.	Total Cost to June 30, 1902.	Cost per Mile.
Construction:				
Real Estate, . . .	\$10.00	.....	.....	.....
Grading, . . .	2,681.11	.....	.....	.....
Legal Expenses, .	200.00	.....	.....	.....
Total Construction, .	\$2,491.11	\$3,985,254.62	\$3,982,763.51	\$55,625.19
Total Equipment, . . . . .	.....	179,750.67	179,750.67	2,510.48
Grand Total Cost Cons., Equipment, etc., . . . . .	.....	\$4,165,005.29	\$4,162,514.18	\$58,135.67

Income Account.

Income from lease of road,	\$288,000.00	
Miscellaneous Income, less Expenses (p. 300),	729.69	
Total Income,		\$288,729.69
Deductions from Income:		
Salaries and Maintenance of Organization,	\$508.92	
Interest on Funded Debt accrued (p. 298),	48,000.00	
Total Deductions from Income,		48,508.92
Net Income,		\$240,220.77
Dividends, 8 per cent., Preferred Stock (p. 297),		\$240,000.00

Income Account. — Continued.

Surplus from Operations of year ending June 30,	
1902,	\$220.77
Surplus on June 30, 1901,	1,231,731.65
Surplus on June 30, 1902,	<u>\$1,231,952.42</u>

Stocks Owned.

Name.	Total Par Value.	Valuation.
The Norwich & New York Transportation Co.,	\$500,000.00	\$500,000.00

Miscellaneous Income.

Item.	Net Miscellaneous Income.
Interest from deposits,	\$729.69

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Decrease Year ending June 30, 1902.
\$3,985,254.62	Cost of Road (p. 299), . . .	\$3,982,763.51	\$2,491.11
179,750.67	Cost of Equipment (p. 299), . .	179,750.67	.....
500,000.00	Stocks owned (p. 300), . . .	500,000.00	.....
3,107.08	Lands owned,	3,107.08	.....
390,161.72	Cash and current assets (p. 298),	385,646 51	4,515.21
450,869.65	Materials and supplies, . . .	450,869.65	.....
\$5,509,143.74	Grand total,	\$5,502,137.42	\$7,006.32

Comparative General Balance Sheet.—Continued.

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	YEAR ENDING JUNE 30, 1902.	
			Increase.	Decrease.
\$3,006,600.00	Capital Stock (p. 297), . . .	\$3,006,600.00	.....	.....
1,200,000.00	Funded Debt (p. 298), . . .	1,200,000.00	.....	.....
70,812.09	Current Liabilities (p. 298), . .	63,585.00	.....	\$7,227.09
1,231,731.65	Profit and Loss (p. 300), . . .	1,231,952.42	\$220.77	.....
\$5,509,143.74	Grand Total, . . .	\$5,502,137.42	\$220.77	\$7,006.32

Contracts, Agreements, etc.

None. Lessee makes all contracts.

Security for Funded Debt.

Debenture bonds. Road not mortgaged.

Employees and Salaries.

Reported by N. Y., N. H. & H. R. R. Co.

Description of Equipment.

None. Included in report of N. Y., N. H. & H. R. R. Co.

Mileage.

Mileage of line owned by States and Territories (single track):

State or Territory.	LINE REPRESENTED BY CAPITAL STOCK.		Total Mileage Owned.	Steel Rails.
	Main Line.	Branches and Spurs.		
Groton to State Line in Conn., . .	53.14	.63	53.77	....
State Line to Worcester in Mass., .	17.83	....	17.83	....
Total Mileage owned, . . .	70.97	.63	71.60	71.60

Characteristics of Road.

Included in N. Y., N. H. & H. R. R. Co.'s report.

GAUGE OF TRACK—4 feet $8\frac{3}{4}$ inches; 71.60 miles.

Telegraph.

Reported by N. Y., N. H. & H. R. R. Co.

Oath.

STATE OF MASSACHUSETTS, }
COUNTY OF WORCESTER, } ss.

We, the undersigned, A. G. Bullock, President, and M. M. Whittemore, Treasurer, of the Norwich & Worcester Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said company during the period for which said return is made.

A. G. BULLOCK,
President.

M. M. WHITTEMORE,
Treasurer.

Subscribed and sworn to before me this 16th day of September, 1902.

EDWARD J. SARTELLE,
Justice of the Peace.

RIDGEFIELD & NEW YORK RAILROAD COMPANY.

History.

Name of common carrier making this report: Ridgefield & New York Railroad Company.

Date of organization : June 1, 1869.

Under laws of what Government, State, or Territory organized: Connecticut and New York. Chartered by the Legislature of Connecticut June, 1867. Amendments to charter in Connecticut July 5, 1870; July 6, 1870; July 1, 1876; February 24, 1880; April 2, 1884; February 19, 1886; May 1, 1889; April 4, 1895; and June 6, 1899. Chartered by the State of New York May 6, 1872, Chap. 553, and April 12, 1873, Chap. 207.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.		
R. J. WALSH,	Greenwich, Conn.	1st Tuesday of June, 1903.		
CECIL C. HIGGINS,	New York City.	"	"	"
WM. J. MEAD,	Greenwich, Conn.	"	"	"
HIRAM K. SCOTT,	Ridgefield, "	"	"	"
CORNELIUS MEAD,	Greenwich, "	"	"	"
WM. H. BEERS,	Ridgefield, "	"	"	"
LOUIS L. VOLDEN,	" "	"	"	"
HIRAM K. SCOTT, JR.,	" "	"	"	"
GEORGE G. SCOTT,	" "	"	"	"

Total number of stockholders at date of last election: 99.

Date of last meeting of stockholders for election of directors: June 3, 1902.

Post-office address of general office: Ridgefield, Conn.

Post-office address of operating office: Ridgefield, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed: Hiram K. Scott, Secretary and Treasurer, Ridgefield, Conn.

Officers.

Title.	Names.	Location of Office.
Chairman of the Board,	R. J. WALSH,	Greenwich, Conn.
President,	R. J. WALSH,	" "
Secretary and Treasurer,	HIRAM K. SCOTT,	Ridgefield, "

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . . .	25,000	\$50.00	\$1,250,000.00	\$261,800.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Out- standing.	Total Cash Realized.
Issued for Cash: Common,	4,308	\$215,400.00
Issued for stock of delinquent subscrib- ers sold at auction,	928	14,300.00
Total,	5,236	\$229,700.00

Recapitulation.

Account.	Total Amount Outstanding.	AMOUNT PER MILE OF LINE.	
		Miles.	Amount.
Capital Stock (p. 304),	\$261,800.00	30.45	\$8,597.69

Cost of Road, Equipment, and Permanent Improvements.

Item.	Total Cost to June 30, 1901.	Total Cost to June 30, 1902.	Cost per Mile.
Construction:			
Engineering,	\$15,097.97	\$15,097.97	\$495.82
Right of Way and Station Grounds,	15,980.50	15,980.50	524.81
Grading,	154,767.04	154,767.04	5,082.66
General Expenses,	45,014.65	45,016.65	1,478.31
Total Construction,	\$230,860.16	\$230,860.16	\$7,581.60

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.
\$230,860.16	Cost of Road (p. 304),	\$230,860.16
30,939.84	Profit and Loss,	30,939.84
\$261,800.00	Grand Total,	\$261,800.00

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.
\$261,800.00	Capital Stock (p. 304),	\$261,800.00

Oath.

STATE OF CONNECTICUT, }
COUNTY OF FAIRFIELD, } ss.

We, the undersigned, R. J. Walsh, President, and Hiram K. Scott, Treasurer, of the Ridgefield & New York Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said Company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

R. J. WALSH,
President.

HIRAM K. SCOTT,
Treasurer.

Subscribed and sworn to before me this 13th day of September, 1902.

WILBUR S. WRIGHT,
Notary Public.

SOUTH MANCHESTER RAILROAD CO.

History.

Name of common carrier making this report : South Manchester Railroad Company.

Date of organization : May session, 1866.

Under laws of what Government, State, or Territory organized : State of Connecticut.

Organization.

Names of Directors.	Post-office Address.	Date of Expiration of Term.
F. W. CHENEY,	So. Manchester, Conn.,	Until successor is appointed.
R. O. CHENEY,	" "	" "
HARRY G. CHENEY,	" "	" "
FRANK CHENEY, JR.,	" "	" "
CHARLES S. CHENEY,	" "	" "

Total number of stockholders at date of last election, 9.

Date of last meeting of stockholders for election of directors : January 31, 1898.

Post-office address of general office : South Manchester, Conn.

Post-office address of operating office : South Manchester, Conn.

Name and address of officer to whom correspondence regarding this report should be addressed : Richard O. Cheney, Secretary and General Manager, South Manchester, Conn.

Officers.

Title.	Names.	Location of Office.
President,	F. W. CHENEY,	So. Manchester, Conn.
Secretary,	RICHARD O. CHENEY,	" "
Treasurer,	CHARLES S. CHENEY,	" "
Attorney, or Gen. Counsel,	OLIN R. WOOD,	Manchester, "
General Manager,	RICHARD O. CHENEY,	So. Manchester, "
Chief Engineer,	GEORGE S. REED,	" "
General Freight Agent,	CHARLES S. CHENEY,	" "

Property Operated.

Name of every railroad the operations of which are included in the Income Account (p. 309):

Name.	TERMINALS.		Miles of Line for each Road Named.
	From —	To —	
So. Manchester Railroad Co.	So. Manchester.	Manchester.	2.25

Capital Stock.

Description.	Number of Shares Authorized.	Par Value of Shares.	Total Par Value Authorized.	Total Amount Issued and Outstanding.
Common, . . .	400	\$100.00	\$40,000.00	\$40,000.00

Manner of Payment for Capital Stock.	Total Number Shares Issued and Outstanding.	Total Cash Realized.
Issued for Cash : Common,	400	\$40,000.00

Funded Debt.

None.

Recapitulation of Funded Debt.

None.

Current Assets and Liabilities.

Cash and Current Assets available for Payment of Current Liabilities.	Current Liabilities Accrued to and Including June 30, 1902.
Current Liabilities, . . . \$20,568.96	Loans and Bills Payable, . . \$20,568.96

Materials and supplies on hand, \$2,708.38.

Recapitulation.

a. For mileage owned by road making this report:

Account.	Total Amount Outstanding.	Apportionment to Railroads.	AMOUNT PER MILE OF LINE.	
			Miles.	Amount.
Capital Stock (p. 307),	\$40,000.00	\$40,000.00	2.25	\$17,777.77

b. For mileage operated by road making this report (trackage rights excluded), the operations of which are included in the Income Account :

Name of Road.	Capital Stock.	AMOUNT PER MILE OF LINE.	
		Miles.	Amount.
South Manchester Railroad Co.,	\$40,000.00	2.25	\$17,777.77

Cost of Road, Equipment, and Permanent Improvement.

Item.	Expenditures during Year, not included in operating expenses, charged to income account as permanent improvements.	Total Cost to June 30, 1901.	Total Cost to June 30, 1902.	Cost Per Mile.
Construction :				
Ties,	\$378.18	.....	.....	.....
Rails,	990.00	.....	.....	.....
Frogs and Switches,	110.00	.....	.....	.....
Track Laying & Surfacing,	489.23	.....	.....	.....
Total Construction,	\$1,967.41	\$87,057.57	\$89,024.98	\$39,566.66
Total Equipment, . . . . .	.....	32,294.85	32,294.85	14,353.27
Grand Total Construction, } Equipment, etc., . . . }	.....	\$119,352.42	\$121,319.83	\$53,919.93

Income Account.

Gross earnings from Operation (p. 309),	\$18,049.49	
Less Operating Expenses (p. 310),	15,333.36	
Income from Operation,		\$2,716.13
Total Income,		\$2,716.13
Deductions from Income :		
Taxes,	\$499.84	
Total Deduction from Income,		499.84
Net Income,		2,216.29
Surplus from Operations of Year ending June 30, 1902,		\$2,216.29
Surplus on June 30, 1901 (from "General Balance Sheet," 1901 Report),		62,094.01
Surplus on June 30, 1902 (for entry on "General Balance Sheet," p. 311),		64,310.30

Earnings from Operation.

Item.	Actual Earnings.
Passenger:	
Total Passenger Revenue,	\$4,364.01
Express,	75.00
Extra Baggage and Storage,	2.90
Total Passenger Earnings,	\$4,441.91
Total Freight Revenue,	\$13,607.58
Total Freight Earnings,	\$13,607.58
Total Passenger and Freight Earnings,	\$18,049.49
Total Gross Earnings from Operation—Entire Line,	\$18,049.49

Stocks Owned.

None.

Bonds Owned.

None.

Rentals Received.

None.

Miscellaneous Income.

None.

Operating Expenses.

Item.	Amount.
Maintenance of Way and Structures:	
Repairs of Roadway,	\$2,177.54
Renewals of Ties,	652.67
Repairs and Renewals of Fences, Road Crossings, Signs, and Cattle Guards,	33.86
Repairs and Renewals of Buildings and Fixtures,	1,906.49
Other Expenses — Heating Roundhouse,	50.00
Total,	\$4,820.56
Maintenance of Equipment:	
Repairs and Renewals of Locomotives,	74.15
Repairs and Renewals of Passenger Cars,	217.72
Repairs and Renewals of Shop Machinery and Tools,	21.42
Total,	\$313.29
Conducting Transportation:	
Engine and Roundhouse Men,	2,973.50
Fuel for Locomotives,	1,944.88
Oil, Tallow, and Waste for Locomotives,	360.93
Train Service,	2,158.25
Train Supplies and Expenses — Partially Heating Cars,	37.13
Switchmen, Flagmen, and Watchmen,	1,017.00
Stationery and Printing,	66.05
Other Expenses,	75.00
Total,	\$8,632.74
General Expenses:	
Salaries of Clerks and Attendants,	1,200.00
General Office Expenses and Supplies,	73.00
Insurance,	118.09
Other Expenses,	175.68
Total,	\$1,566.77
Recapitulation of Expenses:	
Maintenance of Way and Structures,	4,820.56
Maintenance of Equipment,	313.29
Conducting Transportation,	8,632.74
General Expenses,	1,566.77
Gross Total,	\$15,333.36

Percentage of Expenses to Earnings, Entire Line, 84%.

Rentals Paid.

None.

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Increase, Year ending June 30, 1902.	Decrease, Year ending June 30, 1902.
\$87,057.57	Cost of Road (p. 308), . .	\$89,024.98	\$1,967.41	.....
32,294.85	Cost of Equipment (p. 308), . .	32,294.85	.....	.....
851.05	Tools and Fixtures, . .	851.05	.....	.....
3,223.91	Materials and Supplies, . .	2,708.38	.....	\$515.53
\$123,427.38	Grand Total, . .	\$124,879.26	\$1,967.41	\$515.53

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase, Year ending June 30, 1902.	Decrease, Year ending June 30, 1902.
\$40,000.00	Capital Stock (p. 307), . .	\$40,000.00	.....	.....
21,333.37	Current Liabilities (p. 307), . .	20,568.96	.....	\$764.41
62,094.01	Profit and Loss (p. 309), . .	64,310.30	\$2,216.29	.....
\$123,427.38	Grand Total, . .	\$124,879.26	\$2,216.29	764.41

Important Changes during the Year.

None.

Contracts, Agreements, etc.

None.

Security for Funded Debt.

None.

Employees and Salaries.

Class.	No.	Total No. of Days Worked.	Total Yearly Compen- sation.	Av. Daily Compen- sation.
Station Agent and Conductor, . .	1	313	\$1,500.00	\$4.79
Other Station Men,	2	626	782.50	1.25
Enginemen,	2	626	1,878.00	3.00
Firemen,	2	626	1,095.50	1.75
Other Trainmen,	2	626	1,330.25	2.12
Section Foremen,	1	313	672.50	2.15
Other Trackmen,	4	785	1,224.32	1.55
Switchmen, Flagmen, and Watchmen, . .	2	678	1,017.00	1.59
All other Employees and Laborers, . .	1	197	293.00	1.48
Total, excluding General Officers,	17	4,790	\$9,793.07	\$2.04
Distribution of above:				
Maintenance of Way and Structures, . .	5	1,098	1,896.82	1.91
Conducting Transportation,	12	3,692	7,896.25	2.14
Total, excluding General Officers,	17	4,790	\$9,793.07	\$2.04

Traffic and Mileage Statistics.

Item.	No. Passengers, Tonnage, Car Mileage, No. Cars, etc.	REVENUE AND RATES.		
		Dollars.	Cts.	Mills.
Passenger Traffic:				
No. of passengers carried earning revenue, . .	100,372	.....	.....	.....
No. of passengers carried one mile,	225,837	.....	.....	.....
No. of pass'ngs carried 1 mile per mile of road,	100,372	.....	.....	.....
Average distance carried,	2.25	.....	.....	.....
Total passenger revenue (p. 309),		4,364	1	.....
Average amt received from each passenger,			4	3.47
Average receipts per passenger mile,			1	9.32
Total passenger earnings (p. 309),		4,441	91	.....
Passenger earnings per mile of road,		1,974	18	2
Passenger earnings per train mile,			31	5.7
Freight Traffic:				
No. of tons carried of freight earning revenue (p. 309),	45,348	.....	.....	.....
No. of tons carried one mile,	102,033	.....	.....	.....
No. of tons carried 1 mile per mile of road,	45,348	.....	.....	.....
Average distance haul of one ton,	2.25	.....	.....	.....
Total freight revenue (p. 309),		13,607	58	.....
Average amt received for each ton of freight,			30	0.007
Average receipts per ton per mile,			13	3.36
Total freight earnings (p. 309),		13,607	58	.....
Freight earnings per mile of road,		6,047	81	3.3
Freight earnings per train mile,		7	37	5.38
Total Traffic:				
Gross earnings from operation (p. 309),		18,049	49	.....
Gross earn'gs from operation per mile of road,		8,021	99	.....
Gross earn'gs from operation per train mile,		11,341	11	7
Operating expenses (p. 310),		15,333	36	.....
Operating expenses per mile of road,		6,814	84	4.6
Operating expenses per train mile,			96	3.45
Income from operation (p. 309),		2,716	13	.....
Income from operation per mile of road,		1,207	17	.....
Car Mileage, etc.:				
Mileage of passenger cars,	17,130	.....	.....	.....
Average No. of passenger cars per train mile,	1.21	.....	.....	.....
Average No. of passengers per train mile,	16	.....	.....	.....
Mileage of loaded freight cars, No. or East,	2,450	.....	.....	.....
Mileage of loaded freight cars, So. or West,	9,695	.....	.....	.....
Mileage of empty freight cars, No. or East,	7,265	.....	.....	.....
Average No. of freight cars per train mile,	10.52	.....	.....	.....
Average No. of loaded cars per train mile,	6.58	.....	.....	.....
Average No. of empty cars per train mile,	3.93	.....	.....	.....
Average No. of tons of freight per train mile,	55.30	.....	.....	.....
Average No. of tons of freight per loaded car mile,	8.40	.....	.....	.....
Train Mileage:				
Mileage of revenue passenger trains,	14,070	.....	.....	.....
Mileage of revenue freight trains,	1,845	.....	.....	.....
Total Revenue Train Mileage,	15,915	.....	.....	.....

Freight Traffic Movement.

Commodity.	Freight Originating on this Road.	Freight Re- ceived from Connecting Roads and Other Car- riers.	TOTAL FREIGHT TONNAGE.	
			Whole Tons.	Per Cent.
Products of Agriculture:				
Grain,		355		
Flour,		80		
Other Mill Products,		413		
Hay,		230		
Products of Mines:				
Anthracite Coal,		1,245		
Bituminous Coal,		23,078		
Stone, Sand, and other like articles,		2,611		
Products of Forests:				
Lumber,		5,997		
Manufactures:				
Petroleum and other Oils,		11		
Sugar,		12		
Other Castings and Machinery,		516		
Cement, Brick, and Lime,		3,126		
Merchandise,	3,052	3,087	6,139	
Miscellaneous — Other commodities not mentioned above,	763	772	1,535	
Total Tonnage — Entire Line, .	3,815	41,533	45,348	

Description of Equipment.

Item.	Total No. at End of Year.	EQUIPMENT FITTED WITH TRAIN BRAKES.		EQUIPMENT FITTED WITH AUTOMATIC COUPLER.	
		No.	Name.	No.	Name.
Total Locomotives in Service, .	2	2	West. Auto.	2	M. C. B.
Total Combination Cars, .	4	4	West. Auto.	4	Miller's.

Mileage.*a.* Mileage of road operated (all tracks):

Line in Use.	Total Mileage Operated.	New Line Constructed during Year.	RAILS.	
			Iron.	Steel.
Miles of single track,	2.25	..	..	2.25
Miles of yard track and sidings, . . .	2.68	.27	1.08	1.60
Total mileage operated,	4.93	.27	1.08	3.85

b. Mileage of line operated by States and Territories (single track):

State or Territory.	Line Represented by Capital Stock.	Steel Rails.
	Main Line.	
Connecticut,	2.25	2.25

New Rails Laid During Year.

Kind.	Tons.	Weight Per Yard — Pounds.	Average Price Per Ton at Distributing Point.
Steel,	22	56	\$45.00

New Ties Laid During Year.

Kind.	Number.	Average Price at Distributing Point.
Chestnut,	1,020	42 cents.

Consumption of Fuel by Locomotives.

Locomotives.	Bituminous Coal — tons.	Miles Run.	Average Pounds Consumed per Mile.
Passenger, } Freight, }	401	15,915	58.20

Average cost at distributing point, \$4.57.

Accidents to Persons.

None.

Characteristics of Road.**BRIDGES, TRESTLES, TUNNELS, ETC.**

Item.	Number.	AGGREGATE LENGTH.		MINIMUM LENGTH.		MAXIMUM LENGTH.	
		Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Bridge: Iron,	2	38	..	18	..	20	..

OVERHEAD HIGHWAY CROSSINGS.

Item.	Number.	HEIGHT OF LOWEST ABOVE SURFACE OF RAIL.	
		Feet.	Inches.
Bridges,	1	19	10

GAUGE OF TRACK — 4 feet 8 $\frac{3}{4}$ inches; 2.25 miles.

Telegraph.

Owned by another company, but located on property of road making this report:

Miles of Line.	Miles of Wire.	Name of Owner.	Name of Operating Company.
2.25	6.75	Cheney Brothers.	Cheney Brothers.

Car Mileage.

None.

Taxes and Assessments of all Kinds.

State or Territory.	Ad Valorem Tax on the Value of Real and Personal Property.
State of Connecticut,	\$499.84

Oath.

STATE OF CONNECTICUT, } ss.
COUNTY OF HARTFORD, }

We, the undersigned, Richard O. Cheney, Secretary and General Manager, and Charles S. Cheney, Treasurer, of the South Manchester Railroad Company, on our oath do severally say that the foregoing return has been prepared, under our direction, from the original books, papers, and records of said Company; that we have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of said company in respect to each and every matter and thing therein set forth, to the best of our knowledge, information, and belief; and we further say that no deductions were made before stating the gross earnings or receipts herein set forth, except those shown in the foregoing accounts; and that the accounts and figures contained in the foregoing return embrace all of the financial operations of said Company during the period for which said return is made.

RICHARD O. CHENEY,
Secretary and General Manager.

CHARLES S. CHENEY,
Treasurer.

Subscribed and sworn to before me this 15th day of September, 1902.

JOHN S. CHENEY,
Notary Public.

STREET RAILWAYS.

BRANFORD LIGHTING & WATER COMPANY.

Summary of Financial Condition and Results of Operation, Year Ending June 30, 1902.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive Power.
From	To				
East Haven Green,	Branford Green,	5.151	1.356	6.507	Electricity

Capital authorized by charter.	Stock Issued.	Bonds Issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.	Cost construction.
\$500,000.00	\$300,000	\$300,000	None.	\$53,788.22	\$352,850.65

Cost equipment.	Cost of con- struction and equipment per mile of road owned.	Cost of con- struction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.
None.	\$68,501.38	\$68,501.38	\$32,833.20	\$6,374.14

Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.
.1823	\$11,645.88	\$2,260.89	.065	\$21,187.32

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1902. — Continued.**

Net earnings per mile operated.	Net earnings per mile run.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.
\$4,113.24	.118	None.	\$6,875.00	\$1,711.45	\$3,882.41

Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number employees.
\$29,120.56	178,553	662,765	127,482	3.6	None.

Page 321 calls for description of bonds and date of issue. Out of the issue of July 1, 1901 — 300,000, 100,000 was to take up the issue of 100,000 previously issued Oct. 1, 1897, 31,000 was taken up and the balance we have not yet issued; hence, 69,000 of the 300,000 issue remain in the hands of the Trustee for this purpose only. Our actual outstanding bonds are therefore 69,000 of the issue of 1897 and 231,000 of 1901, or a total of 300,000.

No floating debt belonging to railway department. Amount of \$527.78 is on amounts borrowed during year for light and water departments, and all paid previous to July 1st.

History.

Name of company making this report: Branford Lighting & Water Company.

Date of organization: March, 1895.

Under laws of what State organized: Connecticut.

If a consolidated company, name the constituent companies: Branford Electric Co., March, 1895.

Branford Electric Co., March, 1897.

Authority to construct water works and railway.

April 1899, name changed to Branford Lighting and Water Co., with authority to purchase or consolidate with any water, gas, electric, heat, power, or railway company.

Date and authority for each consolidation: April, 1899.

Corporate Name and Address of the Company.

Branford Lighting & Water Co., Branford, Conn.

Officers of the Company.

Names.	Title.	Residence.
A. E. HAMMER,	President,	Branford, Conn.
A. P. SHEPARDSON,	Treasurer,	" "
A. M. YOUNG,	Secretary,	" "

Directors of the Company.

Names.	Residence.
A. E. HAMMER,	Branford, Conn.,
A. P. SHEPARDSON,	" "
A. M. YOUNG,	" "
F. F. BREWSTER,	New Haven, "
W. G. BUSHNELL,	" "

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No. of Shares.	Total Par Value.	
Authorized by charter, . . .	5,000	\$500,000.00	
Authorized by vote of Company,	3,000	300,000.00	
Issued for actual cash, . . .	1,000	100,000.00	\$100,000.00
Issued for purchase of railway,	2,000	200,000.00	
Total amount issued, . . .	3,000	\$300,000.00	\$100,000.00

Grand total of Common and Preferred Stock now outstanding, \$300,000.00.

Amount of stock held in Connecticut, \$299,900.00.

Total number of stockholders, 23.

Total number of stockholders in State of Connecticut, 22.

Funded Debt.

Description of mortgages, bonds, etc.	Date of Issue.	Term of years.	Amount Authorized.	Amount Issued.	Amount Outstanding.	Cash realized on Amount Issued.
Gold, . .	Oct. 1, 1897	40	\$100,000.00	\$100,000.00	\$69,000.00	\$69,000.00
Gold, . .	July 1, 1901	50	300,000.00	231,000.00	231,000.00	231,700.00

Per mile of single track owned, 5.151 miles } Capital stock issued, \$38,827.41
 { Funded debt issued, 29,120.56

Total, . . . \$77,947.97

Funded Debt. — Continued.**INTEREST.**

Rate.	When Payable.	Accrued during Year.
5 per cent.	April and October.	\$5,000.00
5 per cent.	February and August.	9,166.67
Total, .	.....	\$14,166.67

Construction and Equipment Accounts.

Item.	Expenditures during year. Included in operating expenses.	Expenditures during year. Charged to construction or equipment. (Not included in operating expenses.)	Total cost to June 30, 1902.
Organization, . . . . .	.....	.....	{ \$10,000.00
Engineering and superintendence, . . . . .	.....	.....	{ 10,000.00
Right of way, . . . . .	.....	.....	{ 25,000.00
Track and roadway construction,	\$815.84	\$2,689.10	* { 205,875.76
Electric line construction,	112.70	161.55	{ 101,754.89
Investment real estate, . . . . .	.....	.....	{ 220.00
Grand Total,	\$928.54	\$2,850.65	\$352,850.65
Cost of Construction and Equip- ment per mile of road owned,	54,226.81	.....	.....

* Arbitrarily divided after purchase.

Statement in Detail of Additions to Construction and Equipment during the Year.

Extension of siding at East Haven Green. New siding at East Haven River.

Income Account for Year ending June 30, 1902.

Gross earnings from operation,	\$32,833.20	
Less operating expenses (excluding all taxes),	11,645.88	
Net earnings from operation,		\$21,187.32
Income from other sources as follows, viz.:		
Miscellaneous: light and water income,		21,428.54
Gross income from all sources,		\$42,615.86
Deductions from income as follows, viz.:		
Taxes, { State,	\$1,711.45	
{ Other than above, light and water,	830.04	
Interest on funded debt,	14,166.67	
Interest on floating debt,	527.78	
Miscellaneous: light and water, operating ex- penses,	13,942.69	31,178.63
Net income from all sources,		\$11,437.23
Premium on bonds sold,		700.00
Total surplus for year ending June 30, 1902,		\$12,137.23

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.****From Passengers:**

Cash fares,	\$32,833.20
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Operating Expense Accounts.

Road operated by Fair Haven & Westville.

MAINTENANCE.**Way and Structures:**

Maintenance of track and roadway,	\$815.84	
Maintenance of electric line,	112.70	\$928.54

TRANSPORTATION.**Operation of Power Plant:**

Hired power,	10,338.01
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GENERAL.

Miscellaneous general expenses,	379.33
Total operating expenses,	\$11,645.88

Operating cost, .35% of earnings (excluding taxes); operating cost, .40% of earnings (including taxes); operating cost, .06 cents per car mile (excluding taxes); operating cost, .83 cents per car hour (excluding taxes).

Cash Statement.

All departments.

Receipts:

Cash on hand June 30, 1901,	\$133.63
Gross earnings from operation,	32,833.20
Income from other sources,	21,428.54
Accounts receivable, 1901,	63.03
Premium on bonds,	700.00
Accounts payable, 1902,	7,507.12
	<u>\$62,665.52</u>

Disbursements:

Operating expenses,	\$11,645.88
Materials and supplies,	1,118.87
Taxes,	2,541.49
Interest,	15,666.63
Construction and equipments,	2,850.65
Accounts receivable, 1902,	10,708.45
Accounts payable, 1901,	3,902.64
Operating expenses, light and power,	13,942.69
Cash on hand June 30, 1902,	288.22
	<u>\$62,665.52</u>

Comparative General Balance Sheet.

Road purchased August 1, 1901.

Assets.	Total, June 30, 1902.
Railway department,	\$352,850.65
Light department,	73,025.40
Water department,	176,243.27
Current assets, as follows, viz.:	
Cash on hand,	288.22
Material and supplies on hand,	525.84
Accounts receivable,	10,708.45
Office, fixtures, and tools,	728.36
Total,	\$614,370.19

Liabilities.	Total, June 30, 1902.
Capital stock (as per Table A),	\$300,000.00
Funded debt (as per Table A),	300,000.00
Current liabilities, as follows, viz.:	
Matured interest coupons unpaid,	125.00
Miscellaneous current liabilities,	1,707.12
Accrued liabilities:	
Interest accrued and not yet due,	5,675.00
Profit and loss,	6,863.07
Total,	\$614,370.19

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	656,664
Number of transfer passengers carried,	None.
Total number of passengers carried,	662,765
Number of paying passengers per mile of main track operated,	127,482
Passenger car mileage, } Cars operated by Fair Haven & Westville,	178,553
Total car mileage, }	178,553
Receipt per total passengers carried,	\$32,833.20
Maximum speed, miles per hour,	12
State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold : No.	

Characteristics of Road and Equipment.

Track.	Miles Owned.
Length of first main track,	5.151
Total miles owned,	5.151
Length of sidings and turnouts,	1.356
Total computed as single track,	6.507

Rails.

Name of rails, "T".

Weight per yard, 60 lbs.

Miles of steel, 6.507.

Gauge of track, 4 feet, 8½ inches.

Paving, macadam, 1.58 miles.

List of all Accidents During Year ended June 30, 1902.

Road operated by Fair Haven & Westville.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

ALFRED E. HAMMER,
President.

A. P. SHEPARDSON,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss. BRANFORD, September 12, 1902.

Then personally appeared the above-named Alfred E. Hammer, President, and A. P. Shepardson, Treasurer, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,
H. E. THATCHER,
Notary Public.

BRISTOL & PLAINVILLE TRAMWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1902.

DESCRIPTION OF LINES.		Length of main tracks	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Maple St., Bristol, Pine and Middle Sts.,	Plainville. Lake Compounce.	5.3242	.2842	5.6084	Elec.
		2.0125	.3030	2.3155	
Total,		7.3367	.5872	7.9239	.....

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and floating debt per mile of road operated, includ- ing sidings.
\$1,000,000.00	\$100,000.00	\$135,000.00	\$1,500.00	\$29,846.41

Cost construction.	Cost equipment.	Cost of con- struction and equip- ment per mile of road owned.	Cost of con- struction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.
\$239,244.96	\$34,461.22	\$37,306.43	\$32,609.34	\$41,316.91	\$5,631.54

**Summary of Financial Condition and Results of Operation, Year
ending June '30, 1902.—Continued.**

Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.
.195	\$31,850.55	\$4,341.13	.15	\$9,466.36

Net earnings per mile operated.	Net earnings per mile run.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.
\$1,290.22	4.5	\$6,000.00	\$6,950.00	\$1,637.00	\$13,630.10

Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number of employees.
\$18,400.64	212,335	845,980	114,247	3.9	35

History.

Name of company making this report: The Bristol & Plainville Tramway Company.

Date of organization: September 21, 1893.

Under laws of what State organized: State of Connecticut.

Corporate Name and Address of the Company.

The Bristol & Plainville Tramway Company, Bristol, Conn.

Officers of the Company.

Names.	Title.	Residence.
C. S. TREADWAY,	President,	Bristol, Conn.
N. E. PIERCE,	Vice-President,	" "
G. E. COCKINGS,	General Manager,	" "
M. L. TIFFANY,	Treasurer,	" "
A. J. MUZZY,	Secretary,	" "
G. E. COCKINGS,	Superintendent,	" "

Directors of the Company.

Names.	Residence.
C. S. TREADWAY,	Bristol, Conn.
N. E. PIERCE,	" "
A. J. MUZZY,	" "
M. L. PECK,	" "
W. A. INGRAHAM,	" "
W. S. INGRAHAM,	" "
O. F. STRUNZ,	" "
A. L. SESSIONS,	" "
E. N. PIERCE,	Plainville, "

Capital Stock.

	COMMON.		Cash realized on amount issued.	DIVID'ND D'RING YEAR.	
	No. of shares.	Total par value.		Rate.	Amount.
Authorized by charter,	10,000	\$1,000,000.00	.....		.....
Authorized by vote of Co.	1,000	100,000.00	.....	6%	\$6,000.00
Issued for actual cash,	.....	100,000.00	\$100,000.00	.....	.....

Grand total of Common and Preferred Stock now outstanding, \$100,000.00.

Amount of stock held in Connecticut, \$100,000.00.

Total number of stockholders, 37.

Total number of stockholders in State of Connecticut, 37. "

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
First mortgage,	1895	30	\$200,000.00	\$135,000.00	\$135,000.00	\$134,044.98

Funded Debt.— *Continued.*

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	May 1 and November 1.	\$6,750.00

Per mile of single track owned, 7.3367 miles, {	Capital stock issued,	\$13,630.10
	Funded debt issued,	18,400.64
Total,		\$32,030.74

Construction and Equipment Accounts.

Item.	EXPENDITURES D'RING YEAR.		Total cost to June 30, 1901.	Total cost to June 30, 1902.
	Included in operating expenses.	Charged to construction or equipment. (Not included in operating expenses.)		
Organization,			\$6,560.25	\$6,560.25
Engineering and superintendence,			4,777.62	4,777.62
Right of way,			6,845.70	6,845.70
Track and roadway construction,			72,217.20	72,217.20
Electric line construction,			11,613.75	11,613.75
Real estate used in operation of road,			7,100.00	7,100.00
Buildings and fixtures used in operation of road,			1,969.53	1,969.53
*Power plant equipment,	\$64.95	\$3,709.96	123,723.61	127,433.57
Shop tools and machinery,		89.25	633.09	727.34
Cars,			22,231.98	22,231.98
Electric equipm't of cars,			12,093.74	12,093.74
Miscellaneous equipment,			135.50	135.50
Grand Total,	\$64.95	\$3,799.21	\$269,906.97	\$273,706.18
Cost of construction and equipment per mile of road owned,				37,306.43
Cost of construction and equipment per mile of road operated,				

* Item "I" includes entire Electric Light Plant.

Statement in detail of additions to Construction and Equipment during the Year.

Addition to power station equipment, \$3,799.21

Income Account for the Year ending June 30, 1902.

Gross earnings from operation,	\$41,316.91	
Less operating expenses (excluding all taxes),	31,850.55	
Net earnings from operation,		\$9,466.36
Income from other sources as follows, viz.:		
Advertising,	\$186.00	
Ticket sales,	20.00	
Miscellaneous, electric lighting income,	11,204.74—	11,410.74
Gross income from all sources,		\$20,877.10
Deductions from income as follows, viz.: On property not used in operation of road,		
Taxes, { State,	1,637.00	
{ Other than above,	762.32	
Interest on funded debt,	6,750.00	
Interest on floating debt,	200.00—	9,349.32
Net income from all sources,		11,527.78
Payments from net income as follows, viz.:		
2 dividends declared, 3% on \$100,000 common stock,	6,000.00	
Additions and betterments,	3,799.21	
Surplus year ending June 30, 1902,		\$1,728.57
Total surplus for year ending June 30, 1902,		\$1,728.57

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.****From Passengers:**

Cash fares,	\$38,989.55	
Ticket fares,	2,298.36	
Chartered cars,	29.00	
Total gross earnings,		\$41,316.91

Operating Expense Accounts.**MAINTENANCE.****Way and Structures:**

Maintenance of track and roadway,	\$4,028.07	
Maintenance of electric line,	1,081.67	
Maintenance of buildings and fixtures,	88.21	

Equipment:

Maintenance of cars,	1,699.94	
Maintenance of electrical equipment of cars,	483.74—	\$7,381.63

TRANSPORTATION.

Operation of Power Plant:

Hired power,	\$5,308.22	
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Operation of Cars:

Wages of conductors,	5,318.86	
Wages of motormen,	5,318.86	
Wages of other car service employees,	536.00	
Wages of car house employees,	1,596.00	
Car service supplies,	274.34	
Miscellaneous car service expenses,	408.42	
Cleaning and sanding track,	345.00	
Removal of snow and ice,	350.13	\$19,455.83

GENERAL.

Salaries of general officers,	\$1,300.00	
Salaries of clerks,	483.33	
Printing and stationery,	79.72	
Advertising and attractions,	1,908.35	
Miscellaneous general expenses,	347.11	
Other legal expenses,	400.00	
Insurance,	494.58—	5,013.09
Total operating expenses,		\$31,850.55

Operating cost, 77.6% of earnings (excluding taxes); operating cost, 83% of earnings (including taxes); operating cost, 15 cents per car mile (excluding taxes).

Cash Statement.

Receipts:

Cash on hand June 30, 1901,	\$3,445.71
Gross earnings from operation,	41,316.91
Income from other sources,	11,410.74
Accounts receivable, 1901,	2,978.83
Accounts payable,	3,187.15
	<u>\$62,339.34</u>

Disbursements:

Operating expenses,	\$31,850.55
Materials and supplies,	318.06
Taxes,	2,399.32
Interest,	6,950.00
Dividends,	6,000.00
Construction and equipment,	3,799.21
Bills payable,	3,500.00
Accounts receivable,	3,237.77
Accounts payable, 1901,	2,294.41
Cash on hand June 30, 1902,	1,990.02
	<u>\$62,339.34</u>

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Increase, Year ending June 30, 1902.	Decrease, Year ending June 30, 1902.
\$269,906.97	Construction and Equip- ment,	\$273,706.18	\$3,799.21	.....
3,445.71	Current Assets, as follows:	1,990.02	.....	\$1,455.69
644.29	Cash on hand,	626.13	.....	18.16
1,858.72	Prepaid insurance,	2,176.78	318.06	.....
2,334.54	Material and supplies on hand,	2,611.64	277.10	.....
	Accounts receivable,			
\$278,190.23	Total,	\$281,110.75	\$4,394.37	\$1,473.85

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase, Year ending June 30, 1902.	Decrease, Year ending June 30, 1902.
\$100,000.00	Capital Stock,	\$100,000.00	.....	.....
135,000.00	Funded Debt,	135,000.00	.....	.....
5,000.00	Current Liabilities, as follows:	1,500.00	.....	\$3,500.00
1,169.41	Loans and Notes Payable, Miscellaneous Current Liabilities,	2,062.15	\$892.74	.....
1,125.00	Accrued Liabilities,	1,125.00	.....	.....
35,895.82	Interest accrued and not yet due,	41,423.60	5,527.78	.....
	Profit and Loss,			
\$278,190.23	Grand total,	\$281,110.75	\$6,420.52	\$3,500.00

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	838,200
Number of complimentary passengers carried,	7,780
Total number passengers carried,	845,980
Number of paying passengers per mile of main track operated,	114,247
Number of transfer points,	1
Passenger car mileage,	212,290
Chartered car mileage,	45
Total car mileage,	212,335
Receipt per paying passenger, . . . . .	.04 $\frac{8}{10}$
Receipt per total passengers carried, . . . . .	.04 $\frac{8}{10}$
Maximum speed, miles per hour,	15
Average number of employees (including officials) during year,	35

Aggregate amount of salaries and wages paid, \$26,435.95
 State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold: Commutation tickets, in books of 52 rides, are sold for \$2.08, and are limited to 30 days from issue. Three-cent school tickets, in books of 40 rides, are issued, and are good only on school days.

	Number.
Power Houses,	1
Car Houses,	3
Horses owned,	1
Number of vehicles,	3

Characteristics of Road and Equipment.

Track.	Miles owned.	Total miles operated.
Length of main track,	7.3367	7.3367
Length of sidings and turnouts, . . . . .	.5872	.5872
Total computed as single track,	7.9239	7.9239
Name of rails, "T"; weight per yard, 56 and 60 lbs.; all steel.		
Gauge of track, 4 feet 8½ inches.		

PAVING.

	Miles.
Macadam, . . . . .	.7640
Stone ballast,	3.1607

CARS, ETC.

	Total number.	Equipped with motors.	Equipped with electric heaters.
Closed Cars,	6	4	6
Open Cars,	10	10	..
Snow Plows,	2	1	..
Total,	18	15	6

Employees.	Average Number of hours on duty per day.	Wages per day.
Conductors,	9½	\$1.87
Motormen,	9½	1.87
Watchmen,	12	1.75
Roadmen,	10	1.50
Linemen,	10	2.50
Engineers,	10	2.25
Firemen,	10	1.75
Electricians,	10	2.50

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

CHARLES S. TREADWAY,
President.

MORRIS L. TIFFANY,
Treasurer.

STATE OF CONNECTICUT, }
HARTFORD COUNTY, } ss.

BRISTOL, September 13, 1902.

Then personally appeared the above-named Charles S. Treadway, President, and Morris L. Tiffany, Treasurer, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

ROGER S. NEWELL,
Justice of the Peace.

CONNECTICUT RAILWAY & LIGHTING CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1902.

DESCRIPTION OF LINES.		Length of main track.	Length of sidings and turnouts.	Total computed as single track.	Motive Power.
From —	To —				
New Britain District:					
Center N. Britain	Pleasant St.	1.124	.034	1.158	
Arch Street	Cemetery.	1.943	.172	2.115	
Berlin	Plainville.	9.301	.750	10.051	
Plainville	Southington.	3.501	.171	3.672	
Center N. Britain	Newington.	5.119	.210	5.329	
Waterbury District:					
Exchange Place	Naugatuck.	5.388	1.125	6.513	
Porter St.	Forest Park.	2.745	.180	2.925	
Silver St.	Oakville.	4.620	.650	5.270	
West Main St.	Waterville.	2.881	.423	3.304	
Bridgeport District:					
R.R. Stat'n, B'dgep't.	Westport.	13.534	.532	14.066	
Hospital Hill, East	Junc. Fairfield Av. &				
Bridgeport	State St.	7.990	....	7.990	
Lafield's Store, North					
Avenue	Seaside Park.	4.572	....	4.572	
North Av. & Oak St.	Cemetery & B'k'n.	6.691	....	6.691	
Beardsley Park	Seaside Park.	4.595	.047	4.642	
Lower Bridge	Paradise Green and				
	Washington Bridge.	11.726	.038	11.764	
Junc. E. Main and					
Stratford Ave.	Old Mill Green.	2.879	....	2.879	
Junc. Seaview and					
Stratford Aves.	End of Seaview..	1.420	....	1.420	
Derby:					
Derby (E. & W. side					
of Naugatuck River	Ansonia.	4.796	.376	5.172	
Main & Elizab'h Sts.	Housatonic Park.	1.128	.098	1.226	
West End of Bridge	Junc. Franklin and				
Ansonia	Wakelee Aves.	1.180	.091	1.271	
Milford:					
Washington Bridge	Woodmont.	13.831	.211	14.042	
Shelton:					
Paradise Green	Derby.	10.582	.765	11.347	
Viaduct Square	Riverside Park.	.911	....	.911	
Westport & Saug.					
Cemetery	Depot.	2.695	.043	2.738	
Junc. Bridge St. &					
Riverside Ave.	Compo Beach.	1.925	.044	1.969	
Hotel Square	Compo Street.	.003	....	.003	

Electricity.

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1902. — Continued.**

DESCRIPTION OF LINES.		Length of main track.	Length of sidings and turnouts.	Total computed as single track.	Motive Power.
From —	To —				
Norwalk Street Ry. Depot, So. Norwalk	Winnipauk.	5.176	.566	5.742	Electricity.
Norwalk	Newtown Ave.	1.661	....	1.661
Norwalk Tramway:					
Broad River, Norw ^k	Stamford City Line.	13.508	.555	14.063	
City of Norwalk	Westport.	2.701	.357	3.058	
Washington St., So. Norwalk	Gregory's Point.	1.594	.122	1.716	
Total,		151.720	7.560	159.280	

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.
\$15,000,000.00	\$15,000,000.00	\$9,350,000.00	\$260,000.00	*\$154,507.78

Cost of construction and equipment.	Cost of construction and equipment per mile of road owned.	Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.	Operating expenses.
*\$24,523,339.38	*\$161,635.50	\$1,106,868.35	\$7,295.46	\$0.21471	\$668,454.34

Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.	Net earnings per mile operated.	Net earnings per mile run.	Interest.
\$4,405.84	\$0.12967	\$438,414.01	\$2,889.63	\$0.8504	\$429,356.59

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1902. — Continued.**

Taxes paid State.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Num- ber of employ- ees.
\$88,337.98	*\$98,866.33	*\$61,626.68	5,154,997	26,455,490	144,837	4.262	796

* Including Gas and Electric Properties.

Accidents.

	Killed.	Injured.
Passengers,	1	57
Employees,	1	3
Other persons, . . . . .	..	27
Total,	2	87

History.

Name of company making this report: Connecticut Railway & Lighting Company.

Date of organization: July 2, 1895.

Under laws of what state organized: Connecticut. Incorporated as The Gas Supply Company, by act of General Assembly, approved July 2, 1895. Name changed to Connecticut Lighting & Power Company, by amendment approved March 2, 1899. Name again changed to Connecticut Railway & Lighting Company, by decree of Superior Court, New Haven County, January 10, 1901; amendment to charter General Assembly, January Session, 1901, and approved April 30, 1901.

Acquired by purchase the following companies;

Bridgeport Traction Company, Shelton St. Ry. Co., Milford St. Ry. Co.

Westport & Saugatuck St. Ry. Co., Derby St. Ry. Co., Norwalk Tramway Co.

Norwalk St. Ry. Co., Norwalk & So. Norwalk Electric Light Co.

Norwalk Gas Light Co., Waterbury Traction Co., The Central Ry. & Elec. Co.

Greenwich Gas & Elec. Lighting Co., Naugatuck Electric Light Co.

Southington & Plantsville Tramway Co.

Corporate Name and Address of the Company.

Connecticut Railway & Lighting Company, Bridgeport, Conn.

Officers of the Company.

Names.	Title.	Residence.
A. M. YOUNG,	President,	Branford, Conn.
R. A. C. SMITH,	1st Vice-President,	New York, N. Y.
GEORGE E. TERRY,	2d Vice-President,	Waterbury, Conn.
LEWIS LILLIE,	Treasurer and Secretary,	Philadelphia, Pa.
E. W. POOLE,	Asst. Treas. and Asst. Sec'y,	Bridgeport, Conn.
WALTON CLARK,	Managing Director,	Philadelphia, Pa.

Directors of the Company.

Names.	Residence.
A. M. YOUNG,	Branford, Conn.
R. A. C. SMITH,	New York, N. Y.
GEORGE E. TERRY,	Waterbury, Conn.
RANDAL MORGAN,	Philadelphia, Pa.
WALTON CLARK,	" "
H. G. RUNKLE,	Plainfield, N. J.
DAVID S. PLUME,	Waterbury, Conn.
B. G. BRYAN,	" "
LEWIS LILLIE,	Philadelphia, Pa.
A. W. PAIGE,	Bridgeport, Conn.
M. J. WARNER,	Branford, Conn.

Capital Stock and Funded Debt.**CAPITAL STOCK.**

	COMMON.		PREFERRED.	
	No. of shares.	Total par value.	No. of shares.	Total par value.
Authorized by charter,	110,000	\$11,000,000.00	40,000	\$4,000,000.00
Authorized by vote of Company,	110,000	11,000,000.00	40,000	4,000,000.00
*Issued for capital stocks, } bonds and properties, pur- } chased, }	110,000	11,000,000.00	40,000	4,000,000.00
Total amount issued,	110,000	\$11,000,000.00	40,000	\$4,000,000.00

Grand total of Common and Preferred Stock now outstanding, \$15,000,000.

Amount of stock held in Connecticut, \$825,000.

Total number of stockholders, 38.

Total number of stockholders in State of Connecticut, 20.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.
C. R. & L. Co. 1st and refund- ing mortgage bonds, . .	1901	50	\$15,000,000	\$8,358,300	\$8,358,300
*Bridgeport T. Co., 1st mtg.,	1893	30	2,000,000	707,000	707,000
*Derby St. R. Co., 1st mtg.,	1893	21	150,000	75,700	75,700
*C. L. & P. Co., 1st mtg., .	1899	40	1,000,000	209,000	209,000
Total, . . . . .	.....	.....	\$18,150,000	\$9,350,000	\$9,350,000

CASH REALIZED ON AMOUNT ISSUED.—Issued for properties purchased and to take up underlying companies' bonds.

INTEREST.

Rate.	When payable.	Accrued during year.
4½	January and July 1.	\$375,601.72
5	January and July 1.	35,727.38
6	April and October 1.	4,751.11
5	January and July 1.	10,475.80
.....	.....	\$426,556.01

Per mile of single track owned, 151.72 miles, { †Capital stock issued, \$98,866.33
 { †Funded debt issued, 61,626.68
 Total, \$160,493.01

* Underlying bonds assumed by Conn. Ry. & Lighting Co.

† Including gas and electric properties.

Construction and Equipment Accounts.

Item.	Expenditures during year charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1901.	Deductions during year.	Total cost to June 30, 1902.
Engineering and Superintendence,	\$15,947.11	\$9,151.35	.....	\$25,098.46
Right of Way,	4,194.57	1,444.25	.....	5,638.82
Track and Roadway Construction,	8,369.50	9,455.92	.....	17,825.42
Electric Line Construction,	2,833.03	9,559.40	.....	12,392.43
Real Estate used in operation of Road,	2,500.00	.....	.....	2,500.00
Buildings and Fixtures used in operation of road,	457.34	1,080.75	.....	1,538.09
Investment Real Estate,	6,051.05	13,809.89	.....	19,860.94
Power Plant Equipment,	97.15	170.66	.....	267.81
Shop Tools and Machinery,	989.89	670.68	.....	1,660.57
Cars,	10,195.76	52,608.73	.....	62,804.49
Electric Equipment of Cars,	544.71	53,600.75	.....	54,145.46
Miscellaneous Equipment,	1,867.15	87.66	.....	1,954.81
Miscellaneous,	1,722.13	1,644.10	.....	3,366.23
	\$55,769.39	\$153,284.14	.....	\$209,053.53
Capital Stock, Bonds, and Property purchased, . . . .	.....	24,221,807.98*	\$38,128.03	24,183,679.95
Betterments, Gas and Electric Properties,	\$100,172.49	30,433.41*	.....	130,605.90
Grand Total,	\$155,941.88	\$24,405,525.53	\$38,128.03	\$24,523,339.38
*Cost of Construction and Equipment per mile of Road owned, including Gas and Electric Properties, . . . .	.....	.....	.....	161,635.50

* Adjustment of \$1,773.98 made in these two accounts, as shown last year.

Statement in Detail of Additions to Construction and Equipment during the Year.

Engineering and Superintendence: Cost of maps and surveys, salary of engineer and assistants on new work,	\$15,947.11
Right of Way: Four pieces property on Shelton line and expenses in connection; one piece property on Waterbury-Southington line; one piece of property on Waterville line; one piece of property on Southington line (New Britain),	4,194.57
Track and Roadway Construction: Cost 128 Weber joints, 875 lineal feet of cobble paving in Derby, 1,135 lineal feet macadam paving in Westport, 595 lineal feet of sheet asphalt paving in Waterbury, turnout at Pine Rock Park on Shelton line extended 332 feet, spur 1,012 feet in length, built at Pine Rock Park, one-half cost of replacing 3,960 feet 3½" tee rail with 7" tee on Park Ave., Bridgeport, three-fifths of cost of replacing 1,800 feet of 3½" tee rail with 6" tee in New Britain,	8,369.50

Electric Line Construction : 1,344 feet new overhead construction at Pine Rock Park, Shelton line, partial cost of running one mile additional 4/0 feeder in Waterbury,	\$2,833.03
Real Estate used in Operation of Road : Cost of property in Bridgeport for extension of power plant,	2,500.00
Buildings and Fixtures used in operation of Road : Cost of telephone switchboard and sundry additions to office building, Bridgeport,	457.34
Investment Real Estate : Improvement and additions at Pine Rock Park,	6,051.05
Power Plant Equipment : Oil filter and one oil purifier, Bridgeport power plant,	97.15
Shop Tools and Machinery : Hydraulic jacks, cut-off saw table, 20" surface, bolt cutter, lathe, belting, etc.,	989.89
Cars: 6-15 bench open cars and double trucks, 12 trolley catchers, 20 set "A" fenders, 12 registers,	10,195.76
Electric Equipment of Cars: Wiring and installing electric equipment on 6 new cars,	544.71
Miscellaneous Equipment : 2 additional horses, cost to 6/30/02 of two new work cars being built,	1,867.15
Miscellaneous : Additional office equipment,	1,722.13
Total,	<u>\$55,769.39</u>

Income Account for Year ending June 30, 1902.

Gross earnings from operation,	\$1,106,868.35	
Less operating expenses (excluding all taxes),	668,454.34	
Net earnings from operation,		\$438,414.01
Income from other sources as follows, viz.:		
Advertising,	\$4,157.48	
Sale of commercial power,	1,326.11	
Rent of tracks and terminals,	654.39	
Interest on deposits,	771.23	
Miscellaneous: income, gas and electric departments,	161,043.45	167,952.66
Gross income from all sources,		<u>\$606,366.67</u>
Deductions from income as follows, viz.:		
Taxes { On property not used in operation of		
road,	848.60	
State,	88,337.98	
Interest on funded debt,	426,556.01	
Interest on floating debt,	2,810.58	
Miscellaneous,		518,553.17
Net income from all sources,		<u>\$87,813.50</u>
Surplus for year ending June 30, 1902,		\$87,813.50
Debits to profit and loss account during the year:		
Worthless bills,	587.68	
Bills received after closing 6/30/01 and applying prior to that time,	2,083.28	
Tax adjustment,	\$15,321.39	
Net amount debited to profit and loss,		<u>17,992.35</u>
Total surplus for year ending June 30, 1902,		<u>\$69,821.15</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From Passengers:		
Cash fares,	\$1,021,163.80	
Ticket fares,	71,597.71	
Chartered cars,	7,111.26	
From other sources:		
Mail,	747.00	
Express,	6,248.58	
Total gross earnings,		\$1,106,868.35

Operating Expense Accounts.

MAINTENANCE.

Way and Structures :		
Maintenance of track and roadway,	\$56,965.53	
Maintenance of electric line,	24,268.87	
Maintenance of buildings and fixtures,	4,505.91	
Equipment:		
Maintenance of steam plant,	1,970.88	
Maintenance of electric plant,	294.55	
Maintenance of cars,	33,261.62	
Maintenance of electrical equipment of cars,	27,601.59	
Maintenance of miscellaneous equipment,	1,573.33	
Miscellaneous shop expenses,	3,595.87	\$154,038.15

TRANSPORTATION.

Operation of power plant :		
Power plant wages,	\$27,175.25	
Fuel for power,	69,504.77	
Water for power,	3,419.16	
Lubricants and waste for power plant,	2,104.61	
Miscellaneous supplies and expenses of power plant,	1,333.69	
Operation of cars:		
Superintendence of transportation,	12,924.12	
Wages of conductors,	113,410.38	
Wages of motormen,	115,947.68	
Wages of other car service employees,	1,769.56	
Wages of car house employees,	22,624.61	
Car service supplies,	5,082.24	
Miscellaneous car service expenses,	7,108.98	
Cleaning and sanding track,	9,507.76	
Removal of snow and ice,	8,674.69	\$400,587.50

GENERAL.

Salaries of general officers,	\$16,209.62	
Salaries of clerks,	18,039.20	
Printing and stationery,	2,790.37	
Miscellaneous office expenses,	3,323.82	
*Store room expenses, . . . . .	.....
*Stable expenses, . . . . .	.....
Advertising and attractions,	10,699.41	
Miscellaneous general expenses,	8,119.51	
Damages,	15,210.79	
Legal expenses in connection with damages,	2,783.57	
Other legal expenses,	23,365.01	
Rent of land and buildings,	1,623.86	
Insurance,	11,663.53	113,828.69
Total operating expenses,		<u>\$668,454.34</u>

Operating cost, 60.39% of earnings (excluding taxes); operating cost, 68.449% of earnings (including taxes); operating cost, 12.967 cents per car mile (excluding taxes); operating cost, 113.17 cents per car hour (excluding taxes).

Cash Statement.

Receipts:

Cash on hand June 30, 1901,	\$43,678.50
Gross earnings from operation,	1,106,868.35
Income from other sources,	167,952.66
Bills payable,	190,000.00
Adjustment capital stock, bonds, and property purchased,	38,128.03
Advance office rental,	500.01
Advance ticket sales,	529.32
Deposits,	500.69
	<u>\$1,548,157.56</u>

Disbursements:

Operating expenses,	\$668,454.34
Materials and supplies,	56,209.42
Taxes,	97,271.56
Interest,	427,272.45
Construction and Equipment, Gas & Elec. Ry.,	55,769.39
	} 100,172.49
Bills receivable,	2,817.51
Accounts receivable,	26,121.71
Advance insurance,	3,363.61
Adjustment, accrued tax, etc.,	37,796.86
Accounts payable,	12,811.45
Rentals,	974.50
Profit and loss adjustments,	17,992.35
Cash on hand June 30, 1902,	41,129.92
	<u>\$1,548,157.56</u>

* Closed each month to proper accounts.

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Increase, Year ending June 30, 1902.	Decrease, Year ending June 30, 1902.
\$24,405,525.53	Construction and Equip't,	\$24,523,339.38	\$117,813.85	.....
	Current assets, as follows:			
43,678.50	Cash on hand, . . .	41,129.92	.....	\$2,548.58
200.00	Bills receivable, . . .	3,017.51	2,817.51	.....
6,271.23	Prepaid insurance, . . .	9,634.84	3,363.61	.....
72,024.48	Materials and supplies on hand, . . .	128,233.90	56,209.42	.....
4,625.01	Advance office rental, . . .	4,125.00	.....	500.01
82,401.99	Accounts receivable, . . .	108,523.70	26,121.71	.....
.....	Advance city and town tax,	8,084.98	8,084.98	.....
\$24,614,726.74	Grand Total, . . .	\$24,826,089.23	\$214,411.08	\$3,048.59

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase, Year ending June 30, 1902.	Decrease, Year ending June 30, 1902.
\$15,000,000.00	Capital Stock, . . .	\$15,000,000.00	.....	.....
9,350,000.00	Funded Debt, . . .	9,350,000.00	.....	.....
	Current liabilities, as fol- lows:			
70,000.00	Loans and notes payable,	260,000.00	\$190,000.00	.....
87,759.59	Audited vouchers and accounts,	74,948.14	.....	\$12,811.45
	Accrued liabilities:			
1,959.34	Interest accrued and not yet due,	4,053.48	2,094.14	.....
37,796.86	Taxes accrued and not yet due, . . . . .	.....	.....	37,796.86
1,467.02	Rentals accrued and not yet due,	492.52	.....	974.50
1,835.79	Advance ticket sales, . . .	2,365.11	529.32	.....
1,354.67	Deposit accounts, . . .	1,855.36	500.69	.....
51,359.29	Accident insurance fund,	51,359.29	.....	.....
11,194.18	Profit and Loss, . . .	81,015.33	69,821.15	.....
\$24,614,726.74	Grand Total, . . .	\$24,826,089.23	\$262,945.30	\$51,582.81

Characteristics of Road and Equipment.

Track.	Miles owned.	Total miles operated.
Length of first main track,	118.319	118.319
Length of second main track,	33.461	33.461
Total miles owned,	151.720	151.720
Length of sidings and turnouts,	7.560	7.560
Total computed as single track,	159.280	159.280

RAILS.

Name of.	Weight per yard.	Steel (Miles of.)	Total.
"T,"	35-40-56		
Girder Tram,	60-67-70	140.671	140.671
	40-80-85-90	18.609	18.609
Total miles of, . . . . .	.....	159.280	159.280

Gauge of track — 4 feet 8½ inches.

PAVING.

	Miles.
Asphalt, sheet,	2.7246
Asphalt, block, . . . . .	.409
Belgium block,	5.7212
Macadam,	51.6098
Cobble,	13.2834
Vitrified brick,	5.227
Total miles,	78.975

CARS, ETC.

Cars, etc.	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, full.	Vestibule, half.	Equipped with air brakes.	Double truck.	Equipped with electric heaters.	Equipped with stoves.
Closed,	148	104	126	42	92	23	27	115	33
Open,	162	162	162	...	7	26	30	...	...
Express,	3	3	3	...	...	...	...	2	...
Work,	17	10	8	...	...	...	...	...	...
Snow Plows,	24	23	...	...	...	...	...	...	...
Sweepers,	4	3	...	...	...	...	...	...	...
Freight Motor,	1	1	...	...	...	...	...	...	...
Spr'kling Car,	1	1	...	...	...	...	...	...	...
Total,	360	306	299	42	99	49	57	117	33

Characteristics of Road and Equipment. — *Continued.*

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	10	\$1.60 to \$2.00
Motormen,	10	1.60 to 2.00
Starters,	10	2.15
Watchmen,	12	2.00
Switchmen,	10	1.00
Roadmen,	10	1.50
Linemen,	10	2.50
Engineers,	10 to 12	2.50 to 3.00
Firemen,	10 to 12	1.75 to 2.25
Machinists and Mechanics,	10	1.75 to 2.50

List of all Accidents during Year ended June 30, 1902.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCON- DUCT OR CARE- LESSNESS.		TOTAL.	
	Killed.	Injur'd.	Killed.	Injur'd.	Killed.	Injur'd.
Passengers,	24	1	33	1	57
Employees,	1	3	1	3
Other persons,	4	..	23	..	27
Total,	28	2	59	2	87

Amount paid for injuries and damages caused by accidents :

Paid by the Company, \$15,210.79

List of Accidents.

July 3, 1901. Car collided with team on Noble Avenue, Bridgeport, slightly bruising driver, David Chatfield, and damaging wagon.

July 3, 1901. Michael Guilfoil stepped from moving car on Washington Street, Waterbury, and was slightly injured.

July 4, 1901. Samuel Stillwell, conductor, while passing along running board in Shelton, was struck by pole and killed.

July 9, 1901. Unknown child, while alighting from car at Logan Street, Bridgeport, fell and was seriously injured.

July 10, 1901. Unknown woman, while alighting from car at South Park Avenue, Bridgeport, fell. Slightly injured.

July 20, 1901. Mrs. Kelder, while alighting from car on North Main Street, Waterbury, fell and was seriously hurt.

July 23, 1901. Car collided with team at Riverside Avenue, Naugatuck. Mrs. Hoar, occupying team, was slightly injured.

July 31, 1901. Motorman Robinson caught leg between two cars at Seaview Avenue, Bridgeport. Sustained slight injuries.

August 1, 1901. Fred. Nichols, while trying to board a moving car at Stratford Avenue, Bridgeport, fell. Slightly injured.

August 3, 1901. Mrs. William Hedley, while boarding car, fell, sustaining slight injuries.

August 7, 1901. Side rail struck Miss Smith in the eye, at Bridgeport depot, causing slight injury thereto.

August 9, 1901. George P. Stown was fatally injured by stepping in front of a moving car at Hard's Corner, Stratford.

August 13, 1901. James Reilley fell from car at South Main Street, Bridgeport, while the same was in motion. Slightly injured.

August 14, 1901. Collision of cars at Main Street, Waterbury, caused slight injuries to Jean Fuller.

August 16, 1901. Samuel Peerilello tried to board a moving car at North Main Street, Waterbury. Received slight injuries to arm.

August 16, 1901. Side bar struck J. W. Skidmore on the head at Stratford Avenue, Bridgeport, slightly injuring him.

August 19, 1901. In a collision of cars at State Street, Bridgeport, J. H. Piper was slightly injured.

August 20, 1901. While alighting from a car at Seaview Avenue, Bridgeport, a Mr. Cameron fell, sustaining slight injuries.

August 22, 1901. Car collided with team at Stratford Avenue, Bridgeport, slightly injuring driver, John Baker, and damaging wagon.

August 25, 1901. James Galligan, while sitting on guard rail, was struck and slightly injured by passing car, at Stratford Avenue, Bridgeport.

August 29, 1901. Car collided with team on Stratford Avenue, Bridgeport, slightly injuring Mrs. Oscar Smith.

August 30, 1901. Mrs. Wolf, in stepping from moving car on Chestnut Street, New Britain, was seriously hurt.

August 30, 1901. Mrs. Lizzie Duff, while alighting from car at Exchange Place, Waterbury, fell and received slight injuries.

September 25, 1901. Collision of car and team at State Street, Bridgeport, caused slight injuries to W. S. Cogswell.

October 5, 1901. Collision of car and team at North Main Street, Stratford, caused slight injury to Henry Bourgneyn..

October 5, 1901. Car collided with team at Cedar Street, Norwalk, slightly injuring Paul Cutbill.

October 18, 1901. Collision of car and team at Cannon's Bridge, caused slight injuries to James Ludlam.

October 23, 1901. Patrick Kennell fell from moving car at Gulf Street, Milford, receiving injuries from the effects of which he died five days later.

October 23, 1901. Collision of car and team at Main Street, Waterbury, caused slight injury to Frank Wheeler.

October 30, 1901. John Shea, driver, was slightly injured by a collision of his team with a car on Fairfield Avenue, Bridgeport.

October 31, 1901. Collision of car and team on Fairfield Avenue, Bridgeport, resulted in serious injuries to H. S. Wilson.

November 3, 1901. On account of car starting too quickly at Main Street, Bridgeport, Mrs. J. R. Schivone was thrown to the ground and sustained slight injuries.

November 14, 1901. Vito Domiano, an employee, was caught between two cars and slightly hurt. Accident occurred on East Main, near Stratford Avenue, Bridgeport.

November 17, 1901. Collision of car and team on Main Street, Waterbury, caused slight injury to John Bowser.

November 19, 1901. Car collided with team at Turner's Bridge, Waterbury, slightly injuring Lewis Weiss.

November 28, 1901. Charles Batterson, while attempting to board a moving car at Westport, had his foot badly crushed.

November 30, 1901. On account of pile of sand being left unguarded at E. Broadway, Stratford, Mr. and Mrs. Fitzgerald, while out driving, ran into same, the latter being seriously injured.

January 3, 1902. Car collided with team of Henry Carstesen at Park Avenue, Bridgeport, injuring him slightly.

January 20, 1902. Patrick McCarthy was slightly hurt while jumping from moving car at Broad Street, New Britain.

January 31, 1902. While alighting from a standing car at West Avenue, Norwalk, a Miss Kelly fell, receiving slight injuries.

February 2, 1902. Car collided with team on Main Street, Stratford, slightly injuring Mrs. Steadwell.

February 3, 1902. Patrick Mooney, an employee, attempted to board a moving car at Fairfield Avenue and Water Street, Bridgeport, and fell, receiving slight injuries.

February 10, 1902. Car collided with team at Fairfield Avenue, Bridgeport, slightly injuring Mrs. Maurice Wakeman.

February 20, 1902. Mrs. Bishop was slightly injured while jumping from a moving car at Main Street, Bridgeport.

March 1, 1902. While Mrs. Freedman Klimmer was alighting from a car at Maple Street, New Britain, the same started, causing her slight injury.

March 3, 1902. While alighting from a car at Main Street, Bridgeport, Miss Gilligan fell, receiving slight injuries.

March 7, 1902. Car collided with horse on High Street, Milford, slightly injuring John Fitzgerald and killing the horse.

March 8, 1902. Car collided with hack, driven by William Sherwood, on Stratford Avenue, Bridgeport, slightly injuring occupants.

March 9, 1902. Charles Nichols stepped from moving car on Main Street, Norwalk, and was slightly hurt.

March 11, 1902. Car collided with team on Main Street, Stratford, slightly injuring F. Burock.

March 12, 1902. While stepping from a moving car at Arch Street, New Britain, Patrick Coffey received slight injuries.

March 18, 1902. Brake handle struck W. H. Tousley at Main Street, Naugatuck, causing him slight injuries.

March 23, 1902. While attempting to board a moving car at Stratford Avenue, Bridgeport, Officer Ruggles was seriously injured.

March 30, 1902. Trolley pole struck George Erwon on the head, at Oro-noque, seriously injuring him.

April 9, 1902. While John Budeau was alighting, car started, causing him slight injuries. Accident occurred on Stratford Avenue, Bridgeport.

April 14, 1902. Patrick Dannaher stepped from moving car on Short Street, Ansonia, receiving serious injuries.

April 19, 1902. Brake handle struck Mrs. Jennie Hall on the head at Housatonic Avenue, Derby, slightly injuring her.

April 30, 1902. Car left rail at corner of Main Street and Stratford Avenue, Stratford, slightly injuring twelve passengers.

May 18, 1902. While Mrs. Norton was alighting from a car on Stratford Avenue, Bridgeport, the same car started, causing her slight injuries.

May 18, 1902. An unknown woman, while stepping from a moving car at Main Street, New Britain, was slightly injured.

May 22, 1902. Hugh Brady, while stepping from moving car at State Street, Bridgeport, received slight injuries.

May 24, 1902. Passing car struck Tom Watson, slightly injuring him, on Main Street, Bridgeport.

May 27, 1902. J. H. Deyo was slightly injured while stepping from a moving car at Noroton Hill, Noroton.

May 30, 1902. Derailed car on State Street, Bridgeport, caused slight injuries to Mrs. James Paul.

June 1, 1902. F. L. Mursay fell from moving car on Main Street, Bridgeport, receiving slight injuries.

June 1, 1902. Unknown man jumped from moving car on Washington Street, Norwalk, receiving slight injuries.

June 1, 1902. Unknown man jumped from moving car on East Main Street, New Britain, and was slightly hurt.

June 3, 1902. Mary Rufdeerre, slightly injured at Waterbury by curtain falling on her head from car window.

June 5, 1902. Ellen Wooster, while stepping from moving car at Main Street, Naugatuck, sustained slight injuries.

June 6, 1902. Car collided with team of G. W. Jewett, slightly injuring him and damaging wagon. Accident happened on State Street, Bridgeport.

June 6, 1902. R. Noack was slightly hurt while jumping from moving car at Darien.

June 7, 1902. Mrs. William Shaw was slightly injured while stepping from moving car at Wakelee Avenue, Bridgeport.

June 7, 1902. A. Greenwood, while attempting to board a moving car on Wall Street, Norwalk, received slight injuries. *

June 15, 1902. Mary McCabe, after alighting from a car on Marion Street, Norwalk, fell.

June 17, 1902. Car on North Avenue struck John Dillon, slightly injuring him.

June 18, 1902. Mrs. A. Butler, while stepping from a moving car at Stratford, received slight injuries.

June 24, 1902. Collision of cars on Stratford Avenue resulted in slight injuries to a Miss Beard.

June 28, 1902. Car at Grassmere, Fairfield, struck Murty Savage, seriously injuring him.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

A. M. YOUNG,
President.

E. W. POOLE,
Asst. Treasurer.

STATE OF CONNECTICUT, } ss.
FAIRFIELD COUNTY, }

BRIDGEPORT, October 3, 1902.

Then personally appeared the above-named A. M. Young, President, and E. W. Poole, Assistant Treasurer, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

ALLAN W. PAIGE,
Notary Public.

DANBURY AND BETHEL STREET RAILWAY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1902.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Danbury, North St.	Bethel.	5.641	.224	5.865	Electricity.
White St.	Lake Kenosia.	4.996	.872	5.868	
Total,		10.637	1.096	11.733	

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.
\$323,000.00	\$320,000.00	\$200,000.00	\$21,500.00	\$46,151.87

Cost construction.	Cost equipment.	Cost of con- struction and equipment per mile of road owned.	Cost of con- struction per mile of road operated.	Gross earnings.
\$423,084.55	\$127,338.17	\$51,746.05	\$39,765.21	\$77,780.13

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1902.—Continued.**

Gross earnings per mile operated.	Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.
\$7,312.22	.2235	\$56,548.13	\$5,316.17	.163	\$21,232.00

Net earnings per mile operated.	Net earnings per mile run.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.
\$1,996.05	.061	\$9,600.00	\$10,255.86	\$2,685.00	\$30,083.67

Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passen- gers per mile of main track operated.	Number of paying passengers per mile run.	Number employees.
\$18,802.29	347,880	1,895,155	134,584	4.116	about 45

Accidents.

	Killed.	Injured.
Passengers, . . . . .	..	18
Employees,	1	..
Other persons, . . . . .	..	..
Total,	1	18

History.

Name of company making this report: Danbury & Bethel Street Railway Co.

Date of organization: May 7, 1886.

Under laws of what State organized: Connecticut.

Corporate Name and Address of the Company.

Danbury & Bethel Street Railway Co., 23 South Street, Danbury, Conn.

Officers of the Company.

Names.	Title.	Residence.
S. C. HOLLEY,	President,	Danbury, Conn.
S. H. WAGNER,	Vice-President,	New Haven, "
M. H. GRIFFING,	Treasurer and Secretary,	Danbury, "
G. H. KLINZING,	Superintendent,	" "

Directors of the Company.

Names.	Residence.
S. C. HOLLEY,	Danbury, Conn.
S. H. WAGNER,	New Haven, "
E. A. STRATTON,	Danbury, "
A. E. TWEEDY,	" "
GEO. R. TWEEDY,	" "
M. H. GRIFFING,	" "
A. W. HOLLEY,	" "

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No. of shares.	Total par value.	
Authorized by charter,	12,920	\$323,000.00	.....
Authorized by vote of company,	12,800	320,000.00	.....
Issued for actual cash,	4,000	100,000.00	\$160,000.00
Issued on account of construction and equipment,	8,800	220,000.00	220,000.00
Total amount issued,	12,800	\$320,000.00	\$320,000.00

	Rate.	Amount.
Dividends during year,	3 per cent.	\$9,600.00

Grand total of Common and Preferred stock now outstanding, \$320,000.00.

Amount of stock held in Connecticut, \$259,775.00.

Total number of stockholders, 78.

Total number of stockholders in State of Connecticut, 53.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
First Mtge., 5%,	May 1, 1894	20	\$200,000	\$200,000	\$200,000	\$200,000

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	May and November.	\$10,000.00

Per mile of single track owned, 10.637 miles,	{ Capital stock issued, \$30,083.67
	{ Funded debt issued, 18,802.29
Total,	\$48,885.96

Construction and Equipment Accounts.

Item.	Expenditures during year charged to construction or equipment (not included in operating expenses).	Total Cost to June 30, 1901.	Total Cost to June 30, 1902.
Electric line construction,	\$373.78		
Real estate used in operation of road,			
Buildings and fixtures used in operation of road,		\$36,244.76	\$36,244.76
Power plant equipment,		47,963.08	47,968.08
Construction account,	373.78	339,083.51	339,457.29
Equipment account,	3,847.62	122,904.97	126,752.59
Grand total,	\$4,221.40	\$546,201.32	\$550,422.72
Cost of construction and equipment per mile of road owned,			51,746.05

Statement in Detail of Additions to Construction and Equipment during Year.

Wire — Feed in wire at lake end,	\$373.78
Air brake equipments for five cars,	2,007.62
G. E. 800 armature,	189.00
Draw bars for three cars,	51.00
Air brake equipment for two cars,	650.00
Balance on two G. E. 1200 equipments,	950.00
Total,	<u>\$4,231.40</u>

Income Account for Year ending June 30, 1902.

Gross earnings from operation,	\$77,780.13	
Less operating expenses (excluding all taxes),	56,548.13	
Net earnings from operation,		\$21,232.00
Income from other sources as follows, viz.:		
Advertising,		600.00
Gross income from all sources,		<u>\$21,832.00</u>
Deductions from income as follows, viz.:		
State taxes,	\$2,685.00	
Interest on funded debt,	10,000 00	
Interest on floating debt,	255.86 —	12,940.86
Net income from all sources,		<u>\$8,891.14</u>
Payments from net income as follows:		
Dividends declared, 3% on \$320,000.00, common stock,		9,600.00
Deficit for year ending June 30, 1902,		<u>\$708.86</u>
Credits to profit and loss account during the year,	\$0.04	
Debits to profit and loss account during the year:		
Lake Kenosia property,	\$2,000.00	
Ball grounds,	532.20 —	2,532.20
Net amount charged to profit and loss,		<u>2,532.16</u>
Total deficit for year ending June 30, 1902,		<u>\$3,241.02</u>

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.		
From Passengers:		
Cash fares,	\$70,519.80	
Ticket fares,	813.45	
Chartered cars,	46.00	
From other sources:		
Summer attractions,	4,928.00	
Rent of power,	960.77	
Sale of old metals, etc.,	512.11	
Total gross earnings,		<u>\$77,780.13</u>

Operating Expense Accounts.

MAINTENANCE.

Way and Structures:

Maintenance of track and roadway, . . .	\$3,341.85
Maintenance of electric line, . . .	933.62
Maintenance of buildings and fixtures, . . .	436.89

Equipment:

Maintenance of steam plant, . . .	685.56
Maintenance of electric plant, . . .	315.26
Maintenance of cars, . . .	4,546.01
Maintenance of electrical equipment of cars, . . .	3,875.07

14,134.26

TRANSPORTATION.

Operation of Power Plant:

Power plant wages,	\$2,896.93
Fuel for power,	8,486.91
Water for power,	143.00
Lubricants and waste for power plant, . . .	229.27

Operation of Cars:

Wages of conductors,	8,180.03
Wages of motormen,	7,890.02
Wages of car house employees,	514.38
Cleaning and sanding track,	546.00
Removal of snow and ice,	544.78 — \$29,431.32

GENERAL.

Salaries of general officers,	\$2,799.90
Salaries of clerks,	497.28
Printing and stationery,	373.43
Miscellaneous office expenses,	526.69
Stable expenses,	693.25
Advertising and attractions,	4,826.17
Miscellaneous general expenses,	487.12
Insurance,	2,778.71 — \$12,982.55
Total operating expenses,	<hr/> \$56,548.13

Operating cost, .727 of earnings (excluding taxes); operating cost, .762 of earnings (including taxes); operating cost, 16.3 cents per car mile (excluding taxes); operating cost, \$1.463 per car hour (excluding taxes).

Cash Statement.

Receipts:

Cash on hand June 30, 1901,	.	.	.	.	\$1,777.59
Gross earnings from operation,	.	.	.	.	77,780.13
Income from other sources,	.	.	.	.	600.00
Bills payable,	.	.	.	.	21,500.00
Insurance fund,	.	.	.	.	2,136.89
Accounts payable,	.	.	.	.	214.43
Overdrawn June 30, 1902,	.	.	.	.	2,370.85
					<u>\$106,379.89</u>

Disbursements:

Operating expenses,	.	.	.	.	56,548.13
Taxes,	.	.	.	.	2,685.00
Interest,	.	.	.	.	10,255.86
Dividends,	.	.	.	.	9,600.00
Construction and equipment,	.	.	.	.	4,221.40
Bills payable,	.	.	.	.	614.38
Insurance fund,	.	.	.	.	7,294.72
Water development,	.	.	.	.	268.00
Accounts payable,	.	.	.	.	100.00
Kenmere property,	.	.	.	.	14,792.40
					<u>\$106,379.89</u>

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$546,201.32	Construction and Equipm't,	\$550,422.72	\$4,221.40	.....
.....	Other perman't invest., viz.:			
5,245.94	Kenmere property,	18,038.34	18,038.34	.....
	Kenosia Park,	.....	.....	\$5,245.94
1,777.59	Current assets, viz.:			
4,351.50	Cash on hand,	.....	.....	1,777.59
205.25	Bills receivable,	4,219.29	.....	132.21
.....	Tools, instruments, etc.,	205.25	.....	.....
	Water development,	268.00	268.00	.....
\$557,781.60	Total,	\$573,153.60	\$22,527.74	\$7,155.74

Comparative General Balance Sheet. — *Continued.*

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$320,000.00	Capital stock,	\$320,000.00	.....	.....
200,000.00	Funded debt,	200,000.00	.....	.....
.....	Curr't liabilities, as follows:			
100.00	Loans and notes payable,	21,500.00	\$21,500.00	.....
6,367.56	Miscellaneous current li- abilities, . . . .	.....	.....	\$100.00
.....	Insurance fund,	1,209.73	.....	5,157.83
31,314.04	Accrued liabilities:			
	Balance overdrawn June 30th,	2,370.85	2,370.85	.....
	Profit and loss,	28,073.02	.....	3,241.02
\$557,781.60	Total,	\$573,153.60	\$23,870.85	\$8,498.85

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	1,431,576
Number of transfer passengers carried,	463,579
Total number passengers carried,	1,895,155
Number of paying passengers per mile of main track operated, .	134,584
Number of transfer points,	2
Passenger car mileage,	347,780
Chartered car mileage,	100
Total car mileage,	347,880
Receipt per paying passenger,	\$.0498
Receipt per total passengers carried, . . . .	.0376
Maximum speed, miles per hour,	10
Average number of employees (including officials) during year, .	About 45
Aggregate amount of salaries and wages paid,	\$30,650.44
State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold,	21 tickets for \$1

	Number.
Power house,	1
Car houses,	2
Horses owned,	2
Number of vehicles,	5
Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm,	3
Steam railroad crossings under grade,	1

Characteristics of Road and Equipment.

Track.	Miles owned.	Total miles operated.
Length of first main track,	10.441	10.441
Length of second main track, . . . . .	.196	.196
Total miles owned,	10.637	10.637
Length of sidings and turnouts,	1.096	1.096
Total computed as single track,	11.733	11.733

RAILS.

Name of.	Weight per Yard.	Steel (miles of).	Total.
"T," }	48	2.	2.
	60	8.733	8.733
Girder Tram,	80	1.	1.
Total miles of			11.733

Gauge of track, 4 feet $8\frac{1}{2}$ inches.

PAVING.

	Miles.
Belgium block,	About 1.
Cobble stone,	8.733
Tracks without paving,	2.
Total miles,	11.733

CARS, ETC.

Cars, etc.	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, half.	Equipped with air brake.	Equipped with electric heaters.	Equipped with stoves.
Closed,	13	10	10	7	..	10	3
Open,	21	11	12	..	14	..	..
Work,	1	1	..	..	..	..	..
Snow Plow,	1	1	..	..	..	..	..
Sweepers,	1	1	..	..	..	..	..
Total,	37	24	22	7	14	10	3

Characteristics of Road and Equipment. — Continued.

Employees.	Average Number of hours on duty per day.	Wages per day.
Conductors,	11	\$1.98
Motormen,	11	1.98
Watchmen,	10	1.28
Roadmen,	10	1.50
Hostlers,	10	1.28
Engineers,	12	2.15
Firemen,	12	1.71
Machinists and Mechanics,	10	2.00

List of All Accidents During Year ending June 30, 1902.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	18	..	..	..	18
Employees,	1	..	1	..
Other persons,
Total,	18	1	..	1	18

Amount paid for injuries and damages caused by accidents —

Paid by the Company from insurance fund, \$7,048.92

Statement of Each Accident in Detail.

Mrs. Bessie Baker stepped from a trail car while in motion at the corner of West and Main Streets, and received slight injuries.

July 27, 1901. Two cars came together head on at Brush's curve, West Wooster Street. The motorman was killed, and seventeen of the passengers were injured.

Following is the list of the killed and injured:

Motorman Joseph Keating, killed.

Passengers injured, Mr. Ferris, Mr. Grimes, Mr. Enhard, Mr. Horan, Mr. Henry, Mr. Gaffney, Mrs. Smith, Miss Mertes, Mr. Parsons, Mr. Popky, Mr. Harrison, Mr. Crotty, Miss Keyser, Mr. Coulson, Mr. J. Dunn, Mr. E. Dunn, J. Ward.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

SAMUEL C. HOLLEY,
President.

H. M. GRIFFING,
Treasurer.

STATE OF CONNECTICUT, }
FAIRFIELD COUNTY, } ss.

DANBURY, September 13, 1902.

Then personally appeared the above-named S. C. Holley and M. H. Griffing, known to me to be the President and Treasurer of The Danbury & Bethel Street Railway Co., and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

A. N. WILDMAN,
Notary Public.

THE DANIELSON & NORWICH STREET RAILWAY COMPANY.

History.

Name of company making this report: The Danielson & Norwich Street Railway Company.

Date of organization: August 31, 1901.

Under laws of what State organized: Laws of the State of Connecticut. Special laws 1901, Connecticut, page 800, chapter 253.

Corporate Name and Address of the Company.

The Danielson & Norwich Street Railway Company, Putnam, Conn.

Officers of the Company.

Names.	Title.	Residence.
FREDERICK A. JACOBS,	President,	Danielson, Conn.
EDWIN N. SANDERSON,	General Manager,	New York, N. Y.
EDWIN N. SANDERSON,	Treasurer,	" "
HARRY E. BACK,	Secretary,	Danielson, Conn.
J. E. S. CAIN,	Superintendent,	Putnam, Conn.

Directors of the Company.

Names.	Residence.
EDWIN N. SANDERSON,	New York, N. Y.
FREDERICK A. JACOBS,	Danielson, Conn.
HARRY E. BACK,	Danielson, Conn.

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No. of shares.	Total par value.	
Authorized by charter,	500	\$50,000.00	Stock subscribed for, but nothing paid thereon at date of this report.
Authorized by vote of Co., . .	500	50,000.00	

Grand total of common and preferred stock now outstanding, \$50,000.00.

Amount of stock held in Connecticut, \$50,000.00.

Total number of stockholders, 3.

Total number of stockholders in State of Connecticut, 3.

Construction and Equipment Accounts.

Road in the hands of Contractors.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

FREDERICK A. JACOBS,
President.

EDWIN N. SANDERSON,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF WINDHAM, } ss.

KILLINGLY, September 12, 1902.

Then personally appeared the above named Frederiek A. Jacobs, President, and Edwin N. Sanderson, Treasurer, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,
HARRY E. BACK,
Justice of the Peace.

EAST HARTFORD & GLASTONBURY STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation Year Ending June 30, 1902.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.
From	To			
One mile south of church corner, East Hartford, Burnside Avenue and Main St., East Hartford,	South Glastonbury.	7.023	.338	7.361
	Burnside.	2.732	.109	2.841
Total,		9.755	.447	10.202

History.

Name of company making this report: East Hartford & Glastonbury Street Railway Company.

Date of organization: March 9, 1868, as the East Hartford and Glastonbury Horse Railroad Company; changed to present name November 27, 1899.

Under laws of what State organized: Connecticut.

What carrier operates the road of this company: Hartford Street Railway Company.

Corporate Name and Address of the Company.

East Hartford & Glastonbury Street Railway Company, 111-27 State St., Hartford, Conn.

Officers of the Company.

Name.	Title.	Residence.
E. S. GOODRICH,	President,	Hartford, Conn.,
SAMUEL G. DUNHAM,	Vice-President,	“ “
DANIEL R. HOWE,	Treasurer,	“ “
GEORGE D. CURTIS,	Secretary,	“ “

Directors of the Company.

Names.	Residence.
E. S. GOODRICH,	Hartford, Conn.
JAMES J. GOODWIN,	New York, N. Y.
DANIEL R. HOWE,	Hartford, Conn.
ATWOOD COLLINS,	" "
LEVERETT BRAINARD,	" "
JOHN R. REDFIELD,	" "
GEORGE D. CURTIS,	" "
SAMUEL G. DUNHAM,	" "
GEORGE G. WILLIAMS,	" "

Funded Debt.

Description of Mortgages, Bonds, etc.	Date of Issue.	Term of Years.	Amount Authorized.	Amount Issued.	Amount Outstanding.	Cash realized on amount Issued.
Debenture Bds..	Dec., '97	3-30	\$200,000.00	\$200,000.00	\$200,000.00	\$200,000.00

INTEREST.

Rate.	When Payable.	Accrued during Year.
5 per cent.	June and December.	\$10,000.00

Per mile of single track owned, 9.755 miles, Funded Debt issue, \$20,502.30

Construction and Equipment Account.

Total cost to June 30, 1901.	Item.	Total cost to June 30, 1902,
\$200,000.00	Track, Roadway, and Electric Line Construction,	\$200,000.00

Cost of Construction and Equipment per mile of road owned, \$20,502.30.

Traffic, Mileage and Miscellaneous Statistics.

Leased to Hartford Street Railway Company.

Characteristics of Road and Equipment.

Track.	Miles Owned.
Length of first main track,	8.947
Length of second main track, . . . . .	.808
Total miles owned,	9.755
Length of sidings and tournouts, . . . . .	.447
Total computed as single track,	10.202

RAILS.

"T",	Steel.
Gauge of track, 4 ft. 8½ in.	10.202

PAVING.

Macadam,808 miles.
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List of All Accidents During Year Ended June 30, 1902.

Leased to Hartford Street Railway Company.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

E. S. GOODRICH,
President.

DANIEL R. HOWE,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss. September 16, 1902.

Then personally appeared the above-named E. S. Goodrich, President, and Daniel R. Howe, Treasurer, of the East Hartford & Glastonbury Street Railway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

ELMER M. WHITE,
Notary Public.

FAIR HAVEN & WESTVILLE R. R. CO.

Summary of Financial Conditions and Results of Operations, Year ending June 30, 1902.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Davenport Ave.	Westville.	20.430	.897	21.327	Electricity.
Forest St.	York St.				
Chapel St.	Union Depot.				
State St.	Steamboat Dock.				
"	Bridge St. through Water St.	2.206	2.206	
Davenport Ave.	Montowese.				
Broadway	Blakes Corner.	7.758	.156	7.914	
Munson St.	Goodrich St.				
Church St.	York St. through Elm.	38.081	1.700	39.781	
"	East Haven and Momaugnin.				
"	Lighthouse Point.				
"	Schutzen Park.				
"	Westville.				
"	Edgewood Ave.				
"	Mt. Carmel.				
Total,		68.475	2.753	71.228	.

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including siding.	Cost construction.
\$5,000,000.00	\$3,000,000.00	\$1,133,000.00	\$840,000.00	\$58,024.93	\$3,744,232.75

* 31,616 shares of stock of the par value of \$790,400 have also been issued in exchange for a like number of shares of the Winchester Avenue R. R. Co., for which Company a separate report is submitted.

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1902. — Continued.**

Cost equipment.	Cost of con- struction and equipment per mile of road owned.	Cost of con- struction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.
\$367,775.58	\$60,051.23	\$54,680.29	\$980,171.18	\$10,201.93

Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.
.1908	\$627,786.73	\$6,534.20	.1222	\$352,384.45

Net earnings per mile operated.	Net earnings per mile run.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.
\$3,667.73	.0686	\$137,500.00	\$57,737.47	\$48,758.19	\$43,811.61

Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passen- gers per mile run.	Number of employees.
\$16,546.19	5,137,357	25,016,259	212,006	3,752	830

Accidents.

	Killed.	Injured.
Passengers,	..	35
Employees,	..	3
Other persons,	5	14
Total,	5	52

History.

Name of company making this report: Fair Haven & Westville Railroad Company.

Date of organization: Consolidated Company, formed October 31, 1898, the Consolidated Company taking the name of The Fair Haven & Westville Railroad Company.

Under laws of what state organized: Connecticut.

If a consolidated company name the constituent companies: The Fair Haven & Westville R. R. Co. Chartered June 30, 1860. Private Acts, vol. v, p. 370. Amendments: Private Acts, vol. v, pp. 498, 503, 620, 627, 655; vol. vi, pp. 51, 404, 949; vol. vii, pp. 382, 899; vol. x, pp. 326, 356, 959, 1203; vol. xi, pp. 863, 1040, 1066, 1160, 1170; vol. xii, pp. 472, 1019; vol. xiii, p. 1024.

The New Haven Street Ry. Company, chartered June 21, 1893. Private Acts, vol. xi, p. 843. Amendments: Private Acts, vol. xi, p. 863; vol. xii, pp. 473, 919.

New Haven & Centerville St. Ry. Co., chartered June 30, 1893. Private Acts, vol. xi, p. 1027. Amendments: Private Acts, vol. xi, p. 1028; vol. xii, p. 478.

Date and authority for each consolidation: October 31, 1898. The provisions of the charters and amendments of the several constituent companies ratified and confirmed by Private Act of the General Assembly, approved June 15, 1899. Certificate of consolidation filed in office of Secretary of State.

Corporate Name and Address of the Company.

Fair Haven & Westville Railroad Company, 902 Chapel St., New Haven, Conn.

Officers of the Company.

Names.	Title.	Residence.
HENRY S. PARMELEE,	President,	New Haven, Conn.
SAMUEL HEMINGWAY,	Vice-President,	" "
LEVERETT CANDEE,	Treasurer,	" "
LEVERETT CANDEE,	Secretary,	" "
THERON R. HULL,	Superintendent,	" "

Directors of the Company.

Names.	Residence.
HENRY S. PARMELEE,	New Haven, Conn.
SAMUEL HEMINGWAY,	" "
JOHN B. CARRINGTON,	" "
GEORGE D. WATROUS,	" "
JAMES S. HEMINGWAY,	" "
WILBUR F. DAY,	" "
SAMUEL E. MERWIN,	" "
HAYES Q. TROWBRIDGE,	" "

Capital Stock.

	COMMON.		Cash realized on amount issued.	DIVID'ND D'RING YEAR.	
	No. of shares.	Total par value.		Rate.	Amount.
Authorized by charter,	200,000	\$5,000,000.00	.....	
Authorized by vote of Co.,	120,000	3,000,000.00	\$500,000.00	5%	\$25,000.00
Issued for actual cash, since June 15, 1899, .	40,000	1,000,000.00	500,000.00	2½%	12,500.00
Also issued,*	80,000	2,000,000.00	.....	5%	100,000 00
Issued for Winchester Ave. R. R. Co. stock in exchange share for share; see footnote, page 368.					
Total amount issued,	120,000	\$3,000,000.00	\$1,000,000.00	.....	\$137,500.00

* Capital stock authorized by agreement of the several companies entering into the consolidation ratified by the General Assembly by resolution approved June 15, 1899. The stock of the Consolidated Company was fixed at \$2,000,000.00.

Grand total of Common and Preferred Stock now outstanding, \$3,000,000.00.

Amount of stock held in Connecticut, \$2,615,500.00.

Total number of stockholders, 433.

Total number of stockholders in State of Connecticut, 308.

Funded Debt.

Description of Mortgages, Bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.
New Haven St. Ry. Co. 1st Mort.,	1893	20	\$600,000.00	\$600,000.00	\$600,000.00
New Haven St. Ry. Co. Pur. Mon., Cons. Mort.,	1893	20	250,000.00	250,000.00	250,000.00
New Haven & Centerville St. Ry. Co. 1st Mort., .	1893	40	283,000.00	283,000.00	283,000.00
Total, . . . . .	.....	.....	\$1,133,000.00	\$1,133,000.00	\$1,133,000.00

Funded Debt.—Continued.**INTEREST.**

Rate.	When Payable.	Accrued during year.
5 per cent.	March and September.	\$30,000.00
5 per cent.	June and December.	12,500.00
5 per cent.	March and September.	14,150.00
.....	Total,	\$56,650.00

Per mile of single track owned, 68.475 miles, { Capital stock issued, \$43,811.61
 { Funded debt issued, 16,546.19
 Total, . . . \$60,357.80

Construction and Equipment Accounts.

Item.	Charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1901.	Total cost to June 30, 1902.
Organization,	\$5,298.15	.....	\$5,298.15
Engineering and superintendence, . .	2,034.11	.....	2,034.11
Right of way,	8,923.52	.....	8,923.52
Track and roadway construction, . .	33,893.72	\$3,026,726.25	3,060,629.97
Electric line construction,	22,131.00	108,093.98	130,224.98
Real estate used in operation of road, .		87,750.00	87,750.00
Buildings and fixtures used in operation of road,	20,735.41	159,285.73	180,021.14
Investment real estate,	265.96	17,370.81	17,636.77
Power plant equipment,	18,029.34	231,337.65	249,366.99
Shop tools and machinery,	26.80	2,320.32	2,347.12
Cars,	17,805.57	170,276.93	188,082.50
Electric equipment of cars,	13,864.82	153,598.30	167,463.12
Miscellaneous equipment,	7.33	12,222.63	12,229.96
Grand Total,	\$143,015.73	\$3,968,992.60	\$4,112,008.33
Cost of Construction and Equipment per mile of road owned, . . . . .	.....	.....	60,051.23

Statement in Detail of Additions to Construction and Equipment during the Year.

Organization: Derby extension,	\$5,298.15
Rights of way: Derby extension,	8,923.52
Engineering and superintendence,	2,034.11
Track and roadway construction: Grading on Derby extension and completion of double track through East Haven to Momauguin,	33,893.72
Electric line construction: Overhead work for double track to Momauguin. New feed wires from Grand Ave. power house to various points. Feeder for Derby extension,	22,131.00
Buildings and fixtures: Addition to Grand Ave. car barn. Addi- tion to Grand Ave. power house,	20,735.41
Real estate investment: Momauguin Beach property,	265.96
Power plant equipment: Completion of installation of two 725 horse power engines at Grand Ave. power house,	18,029.34
Shop tools and machinery,	26.80
Cars: 6 Brill double truck Vestibule Cars,	17,805.57
Electric equipment of cars: Electric equipments for 6 Brill double truck vestibule cars,	13,864.82
Miscellaneous equipment,	7.33
Total,	<u>\$143,015.73</u>

Income Account for Year ending June 30, 1902.

Gross earnings from operation,	\$980,171.18	
Less operating expenses (excluding all taxes),	627,786.73	
Net earnings from operation,		\$352,384.45
Income from other sources as follows, viz.:		
Advertising,	\$4,201.75	
Rent of land and buildings,	258.00	
Miscellaneous,	1,703.03—	6,162.78
Gross income from all sources,		<u>\$358,547.23</u>
Deductions from Income as follows, viz.:		
Taxes, State,	48,758.19	
Interest on funded debt,	56,650.00	
Interest on floating debt,	1,087.47	
Rentals of leased lines,	97,345.57—	203,841.23
Net income from all sources,		<u>154,706.00</u>
Payments from Net Income as follows, viz.:		
Dividends declared, 2½% on \$2,500,000 com. stk.,	62,500.00	
Dividends declared, 2½% on \$3,000,000 com. stk.,	75,000.00	
Sinking fund,		<u>137,500.00</u>
Surplus for year ending June 30, 1902,		\$17,206.00
Accident insurance fund,		<u>12,148.23</u>
Total surplus for year ending June 30, 1902,		<u>\$5,057.77</u>

Rentals of Leased Lines.

The Winchester Ave. R. R. Co. has been operated by this Company since July 1, 1901, under a traffic agreement, by the terms of which the total gross profits of operation of both roads were divided between the two companies. The gross profits for the year were \$358,547.23, the Fair Haven & Westville R. R. Co. receiving 72.85%, \$261,201.66, and the Winchester Ave. R. R. Co. 27.15%, \$97,345.57.

Analysis of Gross Earnings and Operating Expenses**EARNINGS.**

From Passengers:		
Cash fares,	\$955,630.70	
Ticket fares,	8,518.85	
Chartered cars,	487.85	
From other sources:		
Mail,	2,122.63	
Express,	2,046.75	
Operation Branford Electric Ry. Co., under contract,	11,364.40	
Total gross earnings,		\$980,171.18

Operating Expense Accounts.**MAINTENANCE.**

Way and Structures:		
Maintenance of track and roadway,	\$77,896.86	
Maintenance of electric line,	22,523.57	
Maintenance of buildings and fixtures,	4,881.84	
Equipment:		
Maintenance of steam plant,	6,100.47	
Maintenance of electric plant,	2,353.78	
Maintenance of cars,	30,256.86	
Maintenance of electrical equipment of cars,	28,337.73	
Maintenance of miscellaneous equipment,	585.09	
Miscellaneous shop expenses,	7,892.85	180,829.05

TRANSPORTATION.

Operation of Power Plant:		
Power plant wages,	\$22,727.99	
Fuel for power,	44,251.61	
Water for power,	3,266.52	
Lubricants and waste for power plant,	2,590.50	
Miscellaneous supplies and expenses of power plant,	2,977.99	

Operation of cars:

Superintendence of transportation,	\$3,631.10	
Wages of conductors,	123,055.60	
Wages of motormen,	123,743.00	
Wages of other car service employees,	12,554.01	
Wages of car house employees,	9,304.67	
Car service supplies,	3,356.05	
Miscellaneous car service expenses,	7,788.69	
Cleaning and sanding track,	4,428.72	
Removal of snow and ice,	11,184.03	— 374,860.48

GENERAL.

Salaries of general officers,	\$20,770.01	
Salaries of clerks,	6,945.17	
Printing and stationery,	1,254.65	
Miscellaneous office expenses,	2,536.92	
Storeroom expenses,	427.50	
Stable expenses,	1,303.26	
Advertising and attractions,	8,826.31	
Miscellaneous general expenses,	3,343.98	
Damages,	13,768.79	
Legal expenses in connection with damages,	2,751.88	
Other legal expenses,	1,258.46	
Rent of land and buildings,	1,624.99	
Insurance,	7,285.28	— 72,097.20

Total operating expenses, \$627,786.73

Operating cost, 64.05% of earnings (excluding taxes); operating cost, 69.02% of earnings (including taxes); operating cost, 12.22 cents per car mile (excluding taxes); operating cost, 10.20 cents per car hour (excluding taxes).

Receipts:

Cash Statement.

Cash on hand June 30, 1901,	\$6,312.49
Gross earnings from operation,	980,171.18
Income from other sources,	6,162.78
Accounts receivable,	7,283.35
New stock issued Oct. 1, 1901,	500,000.00

\$1,499,929.80

Disbursements:

Operating expenses,	\$627,786.73
Taxes,	48,758.19
Interest,	57,737.47
Dividends,	137,500.00
Construction and equipment,	143,015.73
Bills payable,	300,000.00
Accounts receivable,	6,931.61
Winchester Ave. R. R. Co. on account,	92,109.38
Payment account, controlling interest in Winchester Ave. R. R. Co.,	33,756.83
Cash on hand June 30, 1902,	52,333.86

\$1,499,929.80

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Increase, Year ending June 30, 1902.	Decrease, Year ending June 30, 1902.
\$3,968,992.60	Construction and Equipm't,	\$4,112,008.33	\$143,015.73	.....
.....	Other Permanent Invest- ments, as follows:			
29,500.00	Whitney Ave. R. R. Co. stock,	29,500.00	.....	.....
.....	Controlling interest in Winchester Ave. R. R. Co.	884,834.30	884,834.30	.....
.....	Winchester Ave. R. R. Co. stock exchanged for F. H. & W. R. R. stock, .	790,400.00	790,400.00	.....
	Current Assets, as follows:			
6,312.49	Cash on hand,	52,333.86	46,021.37	.....
8,830.38	Miscellaneous,	8,478.64	.....	\$351.74
\$4,013,635.47	Grand Total,	\$5,877,555.13	\$1,864,271.40	\$351.74

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase, Year ending June 30, 1902.	Decrease, Year ending June 30, 1902.
\$2,500,000.00	Capital stock,	\$3,790,400.00	\$1,290,400.00	.....
1,133,000.00	Funded debt,	1,133,000.00	.....	.....
	Current Liabilities, as fol- lows:			
288,922.53	Loans and notes payable,	*840,000.00	551,077.47	.....
270.65	Miscellaneous current lia- bilities,	5,506.84	5,236.19	.....
22,549.10	Accident insurance, . . .	34,697.33	12,148.23	.....
68,893.19	Profit and loss,	73,950.96	5,057.77	.....
\$4,013,635.47	Grand Total,	\$5,877,555.13	\$1,863,919.66	.....

* The indebtedness incurred for the purpose of acquiring a controlling interest in the Winchester Ave. R. R. Co. has been reduced to this sum, and there is no other floating indebtedness.

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	19,275,153
Number of transfer passengers carried,	5,741,106
Total number passengers carried,	25,016,259
Number of paying passengers per mile of main track operated,	212,006
Number of transfer points,	21
Number of tons of freight carried, carrying revenue,	None

Passenger car mileage, Fair Haven & Westville and Winchester Ave. R. R. Cos.,	4,958,804
Chartered car mileage, Branford Elec. Ry. Co.,	178,553
Total car mileage,	5,137,357

Receipt per paying passenger,	\$0.05
Receipt per total passengers carried,	\$0.0385
Maximum speed, miles per hour,	12
Average number of employees (including officials) during year,	830
Aggregate amount of salaries and wages paid,	\$452,994.45
State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold,	None sold.

	Number.
Power houses,	2
Car houses,	6
Horses owned,	6
Other articles of equipment, viz.:	
Tower wagons,	3
Two-horse wagon,	1
One-horse wagons,	2
Steam railroad crossings at grade unprotected,	1
Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm,	2
Steam railroad crossings at grade protected by signal or interlocking devices,	0
Steam railroad crossings at grade protected by derailling devices on street railroad,	0
Steam railroad crossings over grade,	6
Steam railroad crossings under grade,	2

Characteristics of Road and Equipment.

Track.	Miles owned.	Miles leased.	Total miles operated.
Total miles owned,	68.475	27.602	96.077
Length of sidings and turnouts,	2.753	2.000	4.753
Total computed as single track,	71.228	29.602	100.830

Name of rails, "T"; weight per yard, 50, 56, 60, 70, 72, 74.

Gauge of track, 4 feet $8\frac{1}{2}$ inches.

PAVING.

	Miles.
Asphalt, sheet, . . . . .	.926
Asphalt, block,	None.
Belgium block,	5.953
Macadam,	30.117
Stone ballast,	5.063
Wood,	1.569
Total miles,	43.628

CARS, ETC.

	Total Number.	Equipped with motors.	Fenders, No. of.	Vestibule, full.	Equipped with other power brakes.	Double truck.	Equipped with electric heaters.
Closed cars,	95	94	188	12	12	12	94
Open cars,	96	96	192	.....	.....	.....	.....
Work cars,	3	3	6	.....	.....	.....	.....
Snow plows,	6	.....	.....	.....	.....	.....	.....
Sweepers,	5	.....	.....	.....	.....	.....	.....
Total,	205	193	386	12	12	12	94

Characteristics of Road and Equipment.— *Continued.*

Employees.						Average Number of hours on duty per day.	Wages per day.
Conductors, . . . . .	.	.	.	.	.	10	\$2.00
Motormen, . . . . .	.	.	.	.	.	10	2.00
Starters, . . . . .	.	.	.	.	.	10	2.25
Watchmen, . . . . .	.	.	.	.	.	10	1.50
Switchmen, . . . . .	.	.	.	.	.	10	1.75
Roadmen, . . . . .	.	.	.	.	.	10	1.50
Linemen, . . . . .	.	.	.	.	.	10	1.75 to 3.00
Engineers, . . . . .	.	.	.	.	.	8	2.50
Firemen, . . . . .	.	.	.	.	.	8	2.00
Electricians, . . . . .	.	.	.	.	.	10	1.75 to 2.25
Machinists and Mechanics, . . . . .	.	.	.	.	.	10	2.00 to 2.75

List of Accidents During Year ended June 30, 1902.

Causes and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	35	..	..
Employees,	3	..	..
Other persons,	5	14	..	..
Total,	5	52	5	52

Amount paid for injuries and damages caused by accidents—

Paid by the Company, \$13,768.79

Statement of Each Accident in Detail.

July 2, 1901. Police officer, attempting to cross street in front of moving car, hit by car and killed.

July 2, 1901. Intoxicated man jumped off car while in motion. Fell and injured.

July 2, 1901. Head on collision between two cars on Woodmont line during thunder storm. Several passengers injured, none seriously.

July 4, 1901. Six year old child ran in front of moving car. Hit and slightly injured.

July 7, 1901. Rear end collision between two cars on Congress Ave. line. Several passengers injured, none seriously.

July 7, 1901. Boy jumped off car before it stopped. Fell and slightly injured.

July 10, 1901. Car hit wagon. Driver thrown out and injured.

July 18, 1901. Woman walking near track hit by open car and injured.

July 21, 1901. Man under influence of liquor fell off open car. Slightly injured.

July 21, 1901. Passenger jumped off car while in motion. Fell and injured.

July 22, 1901. Passenger jumped off car while in motion. Fell and injured.

July 24, 1901. Woman fell off open car. Slightly injured.

July 30, 1901. Laborer caught between two cars. Crushed and injured, not seriously.

August 4, 1901. Man sitting on bridge hit by passing car and slightly injured.

August 5, 1901. Man fell off open car. Slightly injured.

August 7, 1901. Car ran into broken trolley wire. Motorman injured.

August 10, 1901. Woman stepped off car before it stopped. Fell and slightly injured.

August 12, 1901. Drunken man asleep on track run over by car and killed.

August 22, 1901. Man on running board of open car fell off and injured.

August 27, 1901. Woman stepped off car while in motion. Fell and injured.

August 29, 1901. Conductor collecting fares on running board lost his balance and fell off car. Slightly injured.

Sept. 7, 1901. Woman jumped off car before it stopped. Injured.

Sept. 19, 1901. Car hit horse and carriage, killing horse and injuring man who was driving and his son who was riding with him.

Sept. 5, 1901. Man on bicycle hit by car and died from his injuries.

October 2, 1901. Boy stealing ride had foot crushed on runningboard.

October 23, 1901. Man trying to get on moving car fell and hurt his back.

October 23, 1901. Team hit by car. Driver slightly injured.

Nov. 16, 1901. Man on load of coke drove in front of moving car. Hit by car and died from injuries.

Nov. 20, 1901. Team hit by car. Driver thrown off and injured.

Dec. 21, 1901. Two cars collided on switch. Four or five passengers slightly injured.

Dec. 25, 1901. Ice wagon hit by car. Driver injured.

Jan. 18, 1902. Hack hit by car. Driver injured.

Feb. 3, 1902. Passenger jumped off car while in motion and walked directly in front of car coming from other direction. Hit by car and badly injured.

Feb. 21, 1902. Brick wagon hit by car. Driver injured.

Mar. 1, 1902. Bakery wagon hit by car. Driver slightly injured.

Mar. 13, 1902. Two cars came together on switch. Woman injured and several other passengers slightly bruised.

April 6, 1902. Small boy playing in street ran in front of moving car. Struck by car and died from his injuries.

May 30, 1902. Intoxicated man fell from car. Injured.

June 27, 1902. Woman stepped off moving car. Fell and injured.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

HENRY S. PARMELEE,

President.

LEVERETT CANDEE,

Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss. NEW HAVEN, September 13, 1902.

Then personally appeared the above-named Henry S. Parmelee, President, and Leverett Candee, Treasurer, of the Fair Haven & Westville Railroad Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

WALTER P. JUDSON,

Justice of the Peace.

THE FARMINGTON STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1902.

DESCRIPTION OF LINES.		Length of main track.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Unionville	West Hartford.	9.7	1.1	10.8	Elec.

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and floating debt per mile of road operated, includ- ing sidings.	Cost construction.
\$189,000.00	\$189,000.00	None.	None.	\$17,500.00	\$107,041.82

Cost equipment.	Cost of construction and equipment per mile of road owned.	Cost of construction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.
\$49,510.37	\$16,140.43	\$11,035.24	\$36,004.86	\$3,711.83

Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.
\$.1724	\$34,997.83	\$3,608.02	\$.16758	\$1,007.03

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1902.—Continued.**

Net earnings per mile operated.	Net earnings per mile run.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.
\$103.82	\$.00482	None.	None.	\$764.33	\$19,484.53

Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passen- gers per mile of main track operated.	Number of paying passengers per mile run.	Number of employees.
None.	208,832	294,649	30,376	1.41	22

Accidents.

None.

History.

Name of company making this report: The Farmington Street Railway Co.

Date of organization: October 19, 1899.

Under laws of what State organized: Connecticut.

If a reorganized company, give name of original corporation: The Hartford & West Hartford Horse Railway Co.

Corporate Name and Address of the Company.

The Farmington Street Railway Company, 739 Main Street, Hartford, Conn.

Officers of the Company.

Names.	Title.	Residence.
HENRY A. JAMES,	President,	Lakewood, N. J.
D. NEWTON BARNEY,	Vice-President,	Farmington, Conn.
EDWARD D. ROBBINS,	General Manager,	Wethersfield "
EDWARD D. ROBBINS,	Treasurer,	" "
EDWARD D. ROBBINS,	Secretary,	" "
THOMAS L. McCORMACK,	Superintendent,	Unionville, "

Directors of the Company.

Names.	Residence.
HENRY A. JAMES,	Lakewood, N. J.
D. NEWTON BARNEY,	Farmington, Conn.
EDWARD D. ROBBINS,	Wethersfield, "
W. A. HOOKER,	Farmington, "
A. J. BROUGHEL, JR.,	Hartford, "

Capital Stock.

	Common.		Cash realized on amount issued.
	No. of shares.	Total par value.	
Authorized by charter,	1,890	\$189,000.00	*\$157,500.00

* 1,890 shares, \$100.00 each, $\frac{5}{8}$ of which have been paid.

Grand total of Common and Preferred stock now outstanding, \$189,000.00.

Amount of stock held in Connecticut, \$56,800.00.

Total number of stockholders, 36.

Total number of stockholders in State of Connecticut, 29.

Per mile of single track owned, 9.7 miles,	{ Capital stock issued,	\$19,484.53
	{ Funded debt issued,	None
	Total,	\$19,484.53

Construction and Equipment Accounts.

Item.	Expenditures during year charged to con- struction or equipment (not included in operating expenses).	Total cost to June 30, 1901.	Total cost to June 30, 1902.
Organization,		\$703.47	\$703.47
Right of way,		15,000 00	15,000.00
Track and roadway construction,		49,400.00	49,400.00
Electric line construction,	\$2,610.23	33,000.00	35,610.23
Real estate used in operation of road,		1,000.00	1,000.00
Buildings and fixtures used in opera- tion of road,		3,235.87	3,235.87
Power plant equipment,		1,302 25	1,302.25
Shop tools and machinery,		800.00	800.00
Cars,	1,955.83	22,015.34	23,971.17
Electric equipment of cars,	1,581.69	23,134.31	24,716.00
Miscellaneous equipment,		823.20	823.20
Grand total,	\$6,147.75	\$150,414.44	\$156,562.19
Cost of construction and equipment per mile of road owned,			16,140.43

Statement in detail of Additions to Construction and Equipment during the Year.

Electric line construction, 28,000 feet 2% soft drawn copper wire, 1,940 feet No. 2 covered wire, labor and materials, used in construction of return feeders from West Hartford to a point near the North Schoolhouse, Farmington,	\$2,610.23
Cars: Fenders, double trucks, curtains, seats and trimmings, labor and material used in construction of car No. 26,	1,955.83
Electric equipment of cars: 4 K 12 controllers, 1 extra G. E. 57 armatures, Christensen air brakes for car No. 26, wiring car No. 26, labor and material, equipping No. 26 with 4 motors, 2 G. E. 800 armatures,	1,581.69
Total,	<u>\$6,147.75</u>

Income Account for Year ending June 30, 1902.

Gross earnings from operation,	\$36,004.86	
Less operating expenses (excluding all taxes),	34,997.83	
Net earnings from operation,		\$1,007.03
Income from other sources as follows, viz.:		
Advertising,	\$100.00	
Interest on deposit,	196.13	296.13
Gross income from all sources,		<u>\$1,303.16</u>
Deductions from income as follows, viz.:		
Taxes, State,	764.33	764.33
Net income from all sources,		<u>\$538.83</u>
Surplus for year ending June 30, 1902,		<u>\$538.83</u>
Total surplus for year ending June 30, 1902,		<u>\$538.83</u>

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From passengers:	
Cash fares,	\$35,189.63
Chartered cars,	362.01
From other sources:	
Freight,	201.00
Express,	252.22
Total gross earnings,	<u>\$36,004.86</u>

Operating Expense Accounts.**MAINTENANCE.**

Way and Structures:	
Maintenance of track and roadway,	\$6,608.27
Maintenance of electric line,	994.02
Maintenance of buildings and fixtures,	61.14
Equipment:	
Maintenance of cars,	2,167.52
Maintenance of electrical equipment of cars,	2,272.75
Miscellaneous shop expenses,	1.36
	<u>\$12,105.06</u>

TRANSPORTATION.

Operation of Power Plant:

Hired power,	\$5,668.10
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Operation of Cars:

Wages of conductors,	3,730.45
Wages of motormen,	3,863.19
Wages of car house employees,	2,212.02
Car service supplies,	304.99
Miscellaneous car service expenses,	571.22
Cleaning and sanding track,	37.60
Removal of snow and ice,	683.02—
	\$17,070.59

GENERAL.

Salaries of general officers,	\$1,999.92
Salaries of clerks,	1,200.00
Printing and stationery,	107.25
Miscellaneous office expenses,	332.32
Miscellaneous general expenses,	313.59
Damages,	8.50
Legal expenses in connection with damages,	100.00
Other legal expenses,	1,425.00
Rent of land and buildings,	50.00
Insurance,	285.60—
	5,822.18
Total operating expenses,	\$34,997.83

Operating cost, 97.20% of earnings (excluding taxes); operating cost, 99.30% of earnings (including taxes); operating cost, 16.76 cents per car mile (excluding taxes).

Cash Statement.

Receipts:

Cash on hand June 30, 1901,	\$8,412.39
Gross earnings from operation,	36,004.86
Income from other sources,	296.13
Betterments,	3,181.08
	\$47,894.46

Disbursements:

Operating expenses,	\$34,997.83
Materials and supplies,	2,645.07
Taxes,	764.33
Construction and equipment,	6,147.75
Cash on hand June 30, 1902,	3,339.48
	\$47,894.46

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Increase, Year ending June 30, 1902.	Decrease, Year ending June 30, 1902.
\$150,414.44	Construction and Equip- ment,	\$156,562.19	\$6,147.75	.....
31,500.00	Other Permanent Invest- ments as follows:			
8,412.39	Reserve Capital,	31,500.00	.....	.....
2,971.10	Current Assets, as follows:			
248.43	Cash on hand,	3,339.48	.....	\$5,072.91
	Material and supplies on hand,	2,645.07	.....	326.03
	Accounts receivable,	289.13	40.70	.....
\$193,546.36	Total,	\$194,335.87	\$6,188.45	\$5,398.94

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase, Year ending June 30, 1902.	Decrease, Year ending June 30, 1902.
\$189,000.00	Capital Stock,	\$189,000.00	.....	.....
956.07	Current Liabilities, as follows:			
3,590.29	Audited Vouchers and Accounts,	3,181.08	\$2,225.01	.....
	Profit and Loss,	2,154.79	.....	\$1,435.50
\$193,546.36	Total,	\$194,335.87	\$2,225.01	\$1,435.50

Traffic, Mileage, and Miscellaneous Statistics.

Total number of paying passengers carried,	294,649
Number of paying passengers per mile of main track operated,	30,376
Passenger car mileage,	197,777
Chartered car mileage,	575
Freight and express car mileage,	10,480
Total car mileage,	208,832
Receipt per paying passenger,	\$.1221
Maximum speed, miles per hour,	20
Average number of employees (including officials) during year,	22
Aggregate amount of salaries and wages paid,	\$14,185.95
State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold: Issue a ticket between West Hartford and Foote's Corner, 40 tickets for \$1.00, good for six months. Issue tickets between West Hartford and Park Street, West Hartford, 40 tickets, \$1.40.	

	Number.
Car houses,	2
Steam railroad crossings over grade,	1

Characteristics of Road and Equipment.

Track.	Miles operated under trackage rights.	Total miles owned and operated.
Length of first main track,	4.3	9.7
Length of sidings and turnouts, . . . . .	...	1.1
Total computed as single track, . . . . .	...	10.8

RAILS.

Name of, "T"; weight per yard, 56; all steel.

Gauge of track, 4 feet 8½ inches.

CARS, ETC.

Cars, etc.	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, full.	Vestibule, half.	Equipped with air brake.	Double truck.	Equipped with electric heaters.
Closed,	6	6	6	6	..	3	3	6
Open,	12	11	12	..	12	..	..	..
Express,	1	1	1	1	..	..	..	1
Freight,	3	..	..	..	..	..	..	..
Work,	1	1	1	1	..	..	..	..
S. Plows,	2	2	..	1	..	..	..	..
Total,	25	21	20	9	12	3	3	7

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	10	\$2.00
Motormen,	10	2.00
Watchmen,	12	1.75
Roadmen,	10	1.60
Hostlers,	10	1.75
Machinist and mechanics,	10	2.25

Amount paid for injuries and damages caused by accidents:

Paid by the Company, for one dress suit case, \$8.50

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

EDWARD D. ROBBINS,
Treasurer.

STATE OF CONNECTICUT, } ss.
HARTFORD COUNTY, }

HARTFORD, October 9, 1902.

Then personally appeared the above-named Edward D. Robbins, Treasurer of the Farmington Street Railway Company, and made oath that the foregoing certificate, by him subscribed, is true.

Before me,

CHARLOTTE E. SWAN,
Notary Public.

GREENWICH TRAMWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1902.

DESCRIPTION OF LINE.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Mill St. Bridge, East Port Chester, }	Mianus, Conn.	5.568	.189	5.757	Electric.

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and floating debt per mile of road operated, in- cluding sidings.	Cost con- struction.
\$600,000	\$125,000	\$150,000	\$133,117.26	\$67,416.58	\$333,775.11

Cost equipment.	Cost of con- struction and equip- ment per mile of road owned.	Cost of con- struction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.
\$66,698.65	\$71,924.16	\$59,945.24	\$23,259.75	\$4,177.39	\$.1736

Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.	Net earnings per mile operated.	Net earnings per mile run.
\$15,142.29	\$2,719.52	\$.11303	\$8,117.46	\$1,457.86	\$.0606

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1902. — Continued.**

Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.
None.	\$3,750.00	None.	\$22,449.71	\$26,939.65

Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number employees.
133,961.60	465,195	83,548	3.47	20

History.

Name of company making this report: Greenwich Tramway Company.

Date of organization? December 23, 1895.

Under laws of what State organized? Connecticut. Amendments, 1897, 1899, 1901.

Commenced operation, Aug. 14, 1901.

Corporate Name and Address of the Company.

Greenwich Tramway Company, Midland Avenue, Port Chester, N. Y.

Officers of the Company.

Names.	Title.	Residence.
CHAS. A. SINGER,	President,	Larchmont, N. Y.
G. STANLEY HEFT,	Vice-President,	Bridgeport, Conn.
J. NEILSON,	Treasurer,	Larchmont, N. Y.
R. J. WALSH,	Secretary,	Greenwich, Conn.

Directors of the Company.

Names.	Residence.
CHAS. A. SINGER,	Larchmont, N. Y.
R. J. WALSH,	Greenwich, Conn.
N. H. HEFT,	Bridgeport, Conn.
JOHN DAYTON,	Greenwich, Conn.
W. H. TRUMBULL,	Boston, Mass.

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No of shares.	Total par value.	
Authorized by charter,	6,000	\$600,000.00	.....
Authorized by vote of Company,	1,250	125,000.00	.....
Issued for actual cash,	1,250	125,000.00	\$125,000 00

Grand total of Common and Preferred Stock now outstanding, \$125,000.00.

Amount of stock held in Connecticut, \$124,800.00.

Total number of stockholders, 5.

Total number of stockholders in State of Connecticut, 3.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Cash realized on amount issued.
1st mortgage, gold,	July 1, 1902.	30	\$400,000.00	\$150,000.00	\$155,152.08

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	January and July.	\$3,750.00

Per mile of single track owned, 5.568 miles, {	Capital stock issued,	\$22,449.71
	Funded debt issued,	26,939.65
Total,		\$49,389.36

Construction and Equipment Accounts.

Item.	Total cost to June 30, 1902.
Organization,	\$36,598.72
Engineering and superintendence,	17,338.75
Right of way,	43,100.00
Track and roadway construction,	139,133.62
Electric line construction,	43,826.74
Real estate used in operation of road,	13,900.00
Buildings and fixtures used in operation of road,	19,464.06
Power plant equipment,	32,000.00
Cars,	15,258.63
Electric equipment of cars,	19,440.02
Interest and discount,	20,413.22
Grand Total,	\$400,473.76
Cost of construction and equipment per mile of road owned,	71,924.16

Statement in detail of Additions to Construction and Equipment during the Year.

Miscellaneous expense account of organization, including legal expenses in connection with same,	\$36,598.72
Engineering and supt., services of engineers in laying out road, etc.,	17,338.75
Consents and necessary expenses in connection with obtaining right of way,	43,100.00
Construction of 5 568 miles of track, including partial cost of rails, ties, and laying same,	139,133.62
Construction of line, including wires, poles, and stringing same, for same amount of track,	43,826.74
Payments on account, for new car barn and office, in process of completion,	19,464.06
Purchase of land necessary for construction of road through private property,	13,900.00
Payments on account, for new engine and generator,	32,000.00
Payments on account, for 13 cars,	15,258.63
Equipment for 10 cars,	19,440.02
Interest on Loans,	20,413.22
Total,	\$400,473.76

Income Account for the Year ending June 30, 1902.

Gross earnings from operation,	\$23,259.75
Less operating expenses (excluding all taxes),	15,142.29
Net earnings from operation,	\$8,117.43
Income from other sources as follows, viz.:	
Advertising,	103.50
Gross income from all sources,	\$8,220.96
Deductions from income as follows, viz.:	
Interest on funded debt (six months),	3,750.00
Net income from all sources,	\$4,470.96
Surplus for year ending June 30, 1902,	\$4,470.96
Credits to profit and loss account during the year:	
Premium sale bonds, \$4,500.00	
Interest allowed on same, 652.08 —	\$5,152.08
Total credits,	\$5,152.08
Total surplus for year ending June 30, 1902,	\$9,623.04

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From Passengers:	
Cash fares,	\$23,259.75
Total gross earnings,	\$23,259.75

Operating Expense Accounts.**MAINTENANCE.****Way and Structure:**

Maintenance of track and roadway, . . .	\$9.54
Maintenance of electric line, . . .	147.98
Maintenance of buildings and fixtures, . . .	36.32

Equipment :

Maintenance of cars,	1,452.28
Maintenance of electrical equipment of cars, . . .	661.43
Maintenance of miscellaneous equipment, . . .	18.39 —
	2,325.94

TRANSPORTATION.**Operation of Power Plant:**

Hired power,	\$3,047.32
------------------------	------------

Operation of Cars:

Superintendence of transportation, . . .	202.39
Wages of conductors and motormen, . . .	6,663.59
Wages of other car service employees, . . .	99.72
Wages of car house employees, . . .	655.38
Car service supplies,	86.28
Miscellaneous car service expenses, . . .	369.78
Cleaning and sanding track,	333.37
Removal of snow and ice,	107.24 —
	\$11,565.07

GENERAL.

Salaries of general officers,	\$339.00
Salaries of clerks,	222.59
Printing and stationery,	147.26
Miscellaneous office expenses,	10.11
Advertising and attractions,	96.32
Miscellaneous general expenses,	246.93
Other legal expenses,	71.94
Insurance,	117.13 —
	1,251.28
Total operating expenses,	\$15,142.29

Operating cost, 65.1% of earnings (excluding taxes); operating cost, .11303 cents per car mile (excluding taxes); operating cost .33259 cents per car hour (excluding taxes).

Cash Statement.**Receipts:**

Gross earnings from operation,	\$23,259.75
Income from other sources,	103.50
Bills payable,	133,117.26
Sale of bonds,	150,000.00
Premium on same,	4,500.00
Interest allowed,	652.08
Sale of stock,	125,000.00
	\$436,632.59

Disbursements:

Operating expenses,	\$15,142.29
Interest,	3,750.00
Construction and equipment,	400,473.76
Accounts receivable,	16,485.18
Cash on hand June 30, 1902,	781.36
	<hr/>
	\$436,632.59

Comparative General Balance Sheet.

Assets.	Total, June 30, 1902.
Construction and equipment,	\$400,473.76
Current assets, as follows, viz.:	
Cash on hand,	781.36
Bills receivable,	16,485.18
	<hr/>
Total,	\$417,740.30

Liabilities.	Total, June 30, 1902.
Capital stock,	\$125,000.00
Funded debt,	150,000.00
Current liabilities, as follows, viz.:	
Loans and notes payable,	133,117.26
Accrued liabilities:	
Profit and loss,	9,623.04
	<hr/>
Total,	\$417,740.30

Traffic, Mileage, and Miscellaneous Statistics.

Total number of paying passengers carried,	\$465,195.00
Number of paying passengers per mile of main track operated,	83,548
Passenger car mileage,	133,961.60
Chartered car mileage,	included in above.
Total car mileage,	133,961.60
Receipts per paying passenger,	\$.05
Receipts per total passengers carried, . . . . .	.05
Maximum speed, miles per hour,	12
Average number of employees (including officials) during year,	20
Aggregate amount of salaries and wages paid,	\$7,225.18
State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold: no tickets issued.	
Power and car houses not completed.	

	Number
Steam railroad crossings over grade,	1

Characteristics of Road and Equipment.

Tracks.	Miles owned.	Total miles operated.
Length of first main track,	5.568	5.568
Total miles owned,	5.568	5.568
Length of sidings and turnouts, . . . . .	.189	.189
Total computed as single track,	5.757	5.757

RAILS.

Name of, "T;" weight per yard, 80 lbs.; steel (miles of), 5.757; total, 5.757.

Gauge of track, 4 feet 8½ inches.

PAVING.

	Miles.
Vitrified brick,	2½

CARS, ETC.

	Total number.	Equipped with motors.	Vestibule, full.	Equipped with electric heaters.
Closed cars,	3	..	3	3
Open cars,	10	10	..	..
Total,	13	10	3	3

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	10	2.00
Motormen,	10	2.00
Electricians,	10	2.25
Machinists and mechanics,	10	1.75

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

CHARLES A. SINGER,
President.

G. STANLEY HEFT,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF FAIRFIELD, } ss.

GREENWICH, September 15, 1902.

Then personally appeared the above-named Charles A. Singer and G. Stanley Heft, President and Treasurer of the Greenwich Tramway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

WILBUR S. WRIGHT,
Notary Public.

HARTFORD, MANCHESTER & ROCKVILLE TRAMWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1902.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Burnside Love Lane	Manchester Center. Rockville.	6.130 10.767	.165 .275	6.295 11.042	Elec.
Total,		16.897	.44	17.337	

Capital authorized by charter.	Stock Issued.	Bonds Issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.	Cost construction.
\$500,000.00	\$300,000.00	\$200,000.00	\$7,000.00	\$29,243.81	\$390,749.64

Cost equipment.	Cost of con- struction and equipment per mile of road owned.	Cost of con- struction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.
\$175,678.52	\$33,522.41	\$23,125.38	\$130,993.01	\$7,404.08

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1902. — Continued.**

Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.
.2772	\$104,987.57	\$5,934.18	.222	\$26,005.44

Net earnings per mile operated.	Net earnings per mile run.	Interest.	Taxes paid State.	Capital stock is- sued per mile of road owned.	Bonds issued per mile of road owned.
\$1,469.89	\$.055	\$10,258.30	\$6,263.35	\$17,754.63	\$11,836.42

Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number of employees.
472,431.97	1,298,960	63,503	2.51	75

Accidents.

	Killed.	Injured.
Passengers,		4
Other persons,	1	5
Total,	1	9

History.

Name of company making this report: Hartford, Manchester & Rockville Tram-
way Company.

Date of organization: June 6, 1894.

Under laws of what state organized: Connecticut.

Corporate Name and Address of the Company.

Hartford, Manchester & Rockville Tramway Company, South Manchester,
Conn.

Officers of the Company.

Names.	Title.	Residence.
M. S. CHAPMAN,	President,	South Manchester, Conn.
RICHARD O. CHENEY,	Vice-President,	" "
RICHARD O. CHENEY,	Treasurer,	" "
J. W. HAYNES,	Secretary,	" "

Directors of the Company.

Names.	Residence.
M. S. CHAPMAN,	South Manchester, Conn.
RICHARD O. CHENEY,	" "
M. S. BRADLEY,	" "
J. W. HAYNES,	" "
A. N. MAYO,	Springfield, Mass.
W. H. PRESCOTT,	Rockville, Conn.
CHARLES T. WELLES,	Hartford, Conn.
CHARLES SLOAN,	" "
W. H. CHAPMAN,	New York, N. Y.

Capital Stock.

	COMMON.	
	No. of shares.	Total par value.
Authorized by charter,	5,000	\$500,000.00
Authorized by vote of Company,	3,000	300,000.00
To contractors as cash,	3,000	300,000.00
Total amount issued,	3,000	\$300,000.00

Grand total of Common and Preferred Stock now outstanding, \$300,000.00.

Amount of stock held in Connecticut, \$263,900.00.

Total number of stockholders, 16.

Total number of stockholders in State of Connecticut, 12.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
\$1,000 gold b'ds.	1894	30	\$300,000.00	\$200,000.00	\$200,000.00	\$200,000.00

Funded Debt. — Continued.

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	April 1 and October 1.	\$10,000.00

Per mile of single track owned, 16.897 miles,	{ Capital stock issued,	\$17,754.63
	{ Funded debt issued,	11,836.42
Total,		\$29,591.05

Construction and Equipment Accounts.

Item.	Expenditures during year charged to construction or equipment (not included in operating expenses).	Total Cost to June 30, 1901.	Total Cost to June 30, 1902.
Track and roadway construction,	\$511.77	\$362,367.02	\$362,878.79
Electric line construction, . . . . .	.....	3,923.94	3,923.94
Real estate used in operation of road,	2,088.63	405.18	2,493.81
Buildings and fixtures used in operation of road,	1,572.14	19,880.96	21,453.10
Power plant equipment,	12,757.16	77,532.52	90,289.68
Shop tools and machinery,	4.50	2,190.13	2,194.63
Cars, . . . . .	.....	78,567.33	78,567.33
Miscellaneous equipment, . . . . .	.....	3,330.00	3,330.00
Fenders and sundry equipment of cars, . . . . .	.....	1,296.88	1,296.88
Grand total,	\$16,934.20	\$549,493.96	\$566,428.16
Cost of construction and equipment per mile of road owned, . . . . .	.....	.....	33,522.41

Statement in Detail of Additions to Construction and Equipment during Year.

Final payment on account of construction of Rockville Extension,	\$511.77
Land purchased for addition to car barn,	2,088.63
Construction of waiting stations and house for storage battery,	1,572.14
Purchase and installation of storage battery and pump for condenser at Power Station,	12,757.16
Sundry Tools,	4.50
Total,	\$16,934.20

Income Account for Year ending June 30, 1902.

Gross earnings from operation,	\$130,993.01	
Less operating expenses (excluding all taxes),	104,987.57	
Net earnings from operation,		\$26,005.44
Income from other sources as follows, viz.:		
Advertising,	\$471.84	
Gross income from all sources,		\$26,477.28
Deductions from income as follows, viz.:		
Taxes, state,	\$6,263.35	
Interest on funded debt,	10,000.00	
Interest on floating debt,	258.30	16,521.65
Net income from all sources,		\$9,955.63
Surplus for year ending June 30, 1902,		9,955.63
Conductors' change,		19.14
Net amount debited to profit and loss,		19.14
Total deficit for year ending June 30, 1902,		\$9,936.49

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From Passengers:		
Cash fares,	\$111,920.03	
Ticket fares,	5,801.45	
Chartered cars,	1,318.42	
From other sources:		
Mail,	686.78	
Express,	2,484.70	
Sale of power,	8,189.17	
Park receipts,	592.46	
Total gross earnings,		\$130,993.01

Operating Expense Accounts.**MAINTENANCE.**

Way and Structures:		
Maintenance of track and roadway,	\$7,845.27	
Maintenance of electric line,	1,701.36	
Maintenance of buildings and fixtures,	292.55	
Equipment:		
Maintenance of steam plant,	1,399.79	
Maintenance of electric plant,	57.85	
Maintenance of cars,	6,379.64	
Maintenance of electrical equipment of cars,	7,813.82	
Maintenance of miscellaneous equipment,	3.42	
Miscellaneous shop expenses,	33.06	\$25,526.76

TRANSPORTATION.

Operation of Power Plant :

Power plant wages,	\$6,293.78
Fuel for power,	16,276.22
Lubricants and waste for power plant,	837.63
Miscellaneous supplies and expenses of power plant,	507.03

Operation of Cars:

Wages of conductors,	10,115.04
Wages of motormen,	13,220.27
Wages of other car service employees,	1,695.49
Car service supplies,	476.59
Miscellaneous car service expenses,	728.89
Cleaning and sanding track,	1,046.28
Removal of snow and ice,	511.98 — \$51,709.20

GENERAL.

Salaries of general officers,	\$16,149.42
Salaries of clerks,	1,445.75
Printing and stationery,	103.14
Miscellaneous office expenses,	94.15
Advertising and attractions,	5,016.27
Miscellaneous general expenses,	917.72
Damages,	1,175.86
Legal expenses in connection with damages,	530.49
Other legal expenses,	223.71
Rent of land and buildings,	6.00
Rent of tracks and terminals,	700.00
Insurance,	1,389.10 — \$27,751.61
Total operating expenses,	\$104,987.57

Operating cost, .8014% of earnings (excluding taxes); operating cost, .8493% of earnings (including taxes); operating cost, \$.2222 per car mile (excluding taxes); operating cost, \$.3024 per car hour (excluding taxes).

Cash Statement.

Receipts:

Cash on hand June 30, 1901,	\$9,078.75
Gross earnings from operation,	130,993.01
Income from other sources,	471.84
Bills payable,	7,000.00
Accounts receivable, last report,	5,894.65
Accounts payable, this date,	2,342.44
Material (coal stock),	1,565.29
	<hr/> \$157,345.98

Disbursements:

Operating expenses,	\$104,987.57
Taxes,	6,263.35
Interest,	10,258.30
Construction and equipment,	16,934.20
Accounts receivable, this date,	2,846.57
Accounts payable, last report,	7,714.17
Charge to profit and loss,	19.14
Cash on hand June 30, 1902,	8,322.68
	<hr/> \$157,345.98

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$549,493.96	Construction and Equipm't,	\$566,428.16	\$16,934.20	.....
	Current assets, viz.:			
9,078.75	Cash on hand,	8,322.68	.....	\$756.07
3,664.82	Material and supplies on			
5,894.65	hand,	2,099.53	.....	1,565.29
	Accounts receivable,	2,846.57	.....	3,048.08
\$568,132.18	Total,	\$579,696.94	\$16,934.20	\$5,359.44

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$300,000.00	Capital Stock,	\$300,000.00	.....	.....
200,000.00	Funded Debt,	200,000.00	.....	.....
	Current liabilities, as fol-			
	lows:			
.....	Loans and notes payable,	7,000.00	\$7,000.00	.....
7,714.17	Audited vouchers and			
	accounts,	2,342.44	.....	\$5,371.73
	Accrued liabilities:			
2,500.00	Interest accrued and not	2,500.00	.....	.....
	yet due,			
57,918.01	Profit and loss,	67,854.50	9,936.49	.....
\$568,132.18	Grand Total,	\$579,696.94	\$16,936.49	\$5,371.73

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	1,123,499
Number of transfer passengers carried,	175,461
Total number passengers carried,	1,298,960
Number of paying passengers per mile of main track operated,	63,503
Number of transfer points,	2
Number of tons of freight carried, earning revenue,	None.
Passenger car mileage,	445,903.36
Chartered " "	3,541.18
Freight and express car mileage,	22,987.43
Total car mileage,	472,431.97
Receipt per paying passenger,	\$0.1059
Receipt per total passengers carried,	\$0.09
Maximum speed, miles per hour,	16
Aggregate number of employees (including officials) during year,	75
Aggregate amount of salaries and wages paid,	\$68,703.98

State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold: Commutation tickets in form of coupon books are sold at half regular rates. School tickets in strips containing ten coupons each are sold at three-fifths regular rates.

	Number.
Power houses,	1
Car houses,	1
Number of vehicles: One tower wagon.	

	Number.
Steam railroad crossings at grade unprotected,	0
Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm,	0
Steam railroad crossings at grade protected by signal or interlocking devices,	0
Steam railroad crossings at grade protected by derailling devices on street railroad,	0
Steam railroad crossings under grade,	3

Characteristics of Road and Equipment.

Track.	Miles owne	Miles leased.	Total miles operated.
Length of first main track,	16.897	.795	17.692
Total miles owned,	16.897	.795	17.692
Length of sidings and turnouts, . .	.44	.....	.44
Total computed as single track, .	17.337	.795	18.132

Characteristics of Road and Equipment. — *Continued.*

RAILS.

Name of rails, "T"; weight per yard, 56; steel, 16.897 miles; girder tram, none; girder groove, none.

Gauge of track — 4 feet 8 inches.

PAVING.

	Miles.
Asphalt, sheet,	None.
Asphalt, block,	None.
Belgium block, . . . . .	.14
Macadam, . . . . .	.814
Stone ballast,	None.
Wood,	None.

CARS, ETC.

Cars, etc.	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, full.	Equipped with air brakes.	Double track.	Equipped with electric heaters.
Closed,	13	13	26	13	1	1	13
Open,	21	21	42	..	..	..	..
Express,	1	1	2	1	..	..	1
Work,	2	..	..	..	..	..	..
Snow Plows,	2	2	..	..	..	..	..
Total,	39	37	70	14	1	1	14

Employees.	Number.	Average number of hours on duty per day.	Wages per day.
Conductors,	18	9	\$1.75 to \$2.00
Motormen,	31	9	1.75 to 2.00
Starters,	2	10	1.75 to 2.25
Watchmen,	1	12	2.00
Switchmen,	None.	..	.....
Roadmen,	10	10	1.50
Hostlers,	None.	..	.....
Linemen,	2	10	2.00 to 2.50
Engineers,	3	8	2.25 to 3.00
Firemen,	3	8	2.00
Electricians,	None.	..	.....
Machinists and mechanics,	1	10	2.50

List of all Accidents during Year ended June 30, 1902.

Cause and Nature of Injury.	FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injur'd.	Killed.	Injur'd.
Passengers, . . . . .	..	4	..	4
Other persons,	1	5	1	5
Total,	1	9	1	9

Amount paid for injuries and damages caused by accidents—

Paid by the Company, \$1,175.86

List of Accidents.

July 11, 1901. Intoxicated man (refused to give name) fell from moving car between stations 4 and 5, Woodland. He was slightly bruised.

August 4, 1901. Mr. Murphy jumped from moving car near Windermere street, Rockville. His head was cut.

August 11, 1901. Mrs. James Daley was struck by car near station 4, Hartford avenue. Was caught and carried on fender a few feet until car stopped. She was bruised about the head.

November 7, 1901. Wagon driven by James Lee was struck by car at Talcottville. Mr. Lee was thrown to the ground and severely bruised.

November 16, 1901. Mr. Magner, while crossing track at about station 3, Hartford avenue, was struck by car. His head was badly cut.

April 6, 1902. Patrick Kiltie jumped from moving car at station 17, Burnside avenue. Head cut slightly.

May 14, 1902. David Wetherel, while riding bicycle beside car on Main street, South Manchester, near station "B", struck his dinner pail with his knee and fell. He was slightly bruised and hind wheel of car ran over bicycle, destroying it.

May 27, 1902. Unknown man stepped from moving car near station 96 on the Rockville division. His head was slightly cut.

June 7, 1902. Mrs. Mary Brannan stepped in front of moving car at station 7, Hartford avenue, and was killed.

June 30, 1902. Miss Finley lost control of her bicycle while riding near the track on Main street, South Manchester. The wheel swerved in to the track and was struck by car. Miss Finley was thrown and slightly bruised.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

MARO S. CHAPMAN,
President.

RICHARD O. CHENEY,
Treasurer.

STATE OF CONNECTICUT, }
HARTFORD COUNTY, } ss.

HARTFORD, November 12, 1902.

Then personally appeared the above-named Maro S. Chapman, President, and Richard O. Cheney, Treasurer, of the Hartford, Manchester & Rockville Tramway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

G. L. HUGENTOBLER,
Notary Public.

HARTFORD & SPRINGFIELD STREET RAIL- WAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1902.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
State Line	East Windsor Hill.	13.00	.473	13.473	Electricity.

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.	Cost con- struction.
\$500,000.00	\$400,000.00	\$400,000.00	\$20,000.00	\$60,862 46	\$552,488.57

Cost equipment.	Cost of con- struction and equipment per mile of road owned.	Cost of con- struction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.
\$263,030.50	\$62,732.23	\$41,007.09	\$44,709.42	\$3,439.18	\$.1536

Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.	Net earnings per mile operated.
\$36,982.35	\$2,844.79	\$1.271	\$7,727.07	\$573.52

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1902. — Continued.**

Net earnings per mile run.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.
\$.0265	\$7,583.00	\$2,525.00	\$30,769.23	\$30,769.23

Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number Employees.
290,966.5	883,722	64,756.07	2.89	45

Accidents.

	Killed.	Injured.
Passengers, . . . . .	..	2
Employees, . . . . .	..	..
Other persons,	2	1
Total,	2	3

History.

Name of company making this report: Hartford & Springfield St. Railway Co.

Date of organization: February 11, 1895.

Under laws of what State organized: Connecticut, charter, acts of 1893; amendments, acts of 1895, 1897, 1899, 1901.

If a consolidated company, name the constituent companies: Owns all the property and franchises of The East Windsor Street Railway Company.

Corporate Name and Address of the Company.

The Hartford & Springfield Street Railway Company, Thompsonville, Conn.
Treasurer's Office, 53 State Street, Boston, Mass.-

Officers of the Company.

Names.	Title.	Residence.
PHILIP L. SALTONSTALL,	President,	Boston, Mass.
CHAUNCEY ELDRIDGE,	Treasurer,	" "
ARTHUR PERKINS,	Secretary,	Hartford, Conn.
GEORGE B. LARRABEE,	Superintendent,	Thompsonville, Conn.

Directors of the Company.

Names.	Residence.
PHILIP L. SALTONSTALL,	Boston, Mass.
CHAUNCEY ELDRIDGE,	" "
S. REED ANTHONY,	" "
ARTHUR PERKINS,	Hartford, Conn.
FRANCIS R. COOLEY,	" "
LYMAN A. UPSON,	Thompsonville, Conn.
LEWIS SPERRY,	Hartford, Conn.

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No. of shares.	Total par value.	
Authorized by charter,	5,000	\$500,000.00	.....
Authorized by vote of company, . .	4,000	400,000.00	.....
Issued for actual cash,	4,000	400,000.00	\$400,000.00
Total amount issued,	4,000	\$400,000.00	\$400,000.00

Grand total of Common and Preferred Stock now outstanding, \$400,000.00.

Amount of stock held in Connecticut, \$16,200.00.

Total number of Stockholders, 80.

Total number of Stockholders in State of Connecticut, 11.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
First Mortgage,	July 1, 1901	20	\$600,000	\$400,000	\$400,000	\$400,000

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	January and July.	\$7,239.02

Per mile of single track owned, 13 miles,	{ Capital stock issued,	\$30,769.23
	{ Funded debt issued,	30,769.23
Total,		\$61,538.46

Construction and Equipment Accounts.

Item.	Total cost to June 30, 1901.	Total cost to June 30, 1902.
Construction,	\$216,700.00	.....
Track and roadway construction, . . . . .	.....	\$437,292.69
Electric line construction, . . . . .	.....	80,195.88
Real estate used in operation of road, . . . . .	.....	35,000.00
Power plant equipment, . . . . .	.....	120,007.50
Cars, . . . . .	.....	143,023.00
Electric equipment of cars, . . . . .	.....	.....
Grand Total,	\$216,700.00	\$815,519.07
Cost of Construction and Equipment per mile of road owned, . . . . .	.....	62,732.23

Statement in Detail of Additions to Construction and Equipment during the Year.

Constructed new road and track from Warehouse Point to East Windsor Hill.	
Rebuilt the old Enfield and Longmeadow road from Warehouse Point to State line,	\$437,292.69
Built and rebuilt overhead line from East Windsor Hill to State line,	80,195.88
Purchased site for car house, power house, and other necessary real estate,	35,000.00
Equipment of power plant,	120,007.50
New rolling stock and equipping same,	143,023.00
Total,	\$815,519.07

Income Account for Year ending June 30, 1902.

Gross earnings from operation,	\$44,709.42
Less operating expenses (excluding all taxes),	36,982.35
Net earnings from operation,	\$7,727.07
Gross income from all sources,	\$7,727.07
Deductions from income as follows, viz.:	
Taxes, State,	\$2,525.00
Interest on funded debt,	7,289.02
Interest on floating debt,	293.98 — 10,108.00
Deficit from all sources,	\$2,380.93
Deficit for year ending June 30, 1902,	\$2,380.93
Adjustment of coal %,	\$26.73 — 26.73
Total deficit for year ending June 30, 1902,	\$2,407.66

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.	
From Passengers:	
Cash fares,	} \$42,091.45
Ticket fares,	
Chartered cars,	
From other sources:	
Advertising received,	66.64
Transfers,	2,551.33
Total gross earnings,	<u>\$44,709.42</u>

Operating Expense Accounts.

MAINTENANCE.	
Way and Structures:	
Maintenance of track and roadway,	\$410.81
Maintenance of electric line,	104.87
Maintenance of buildings and fixtures,	23.29
Equipment:	
Maintenance of steam plant,	255.16
Maintenance of electric plant,	8.24
Maintenance of cars,	498.08
Maintenance of electrical equipment of cars,	4,262.75
Miscellaneous shop expenses, tools,	191.05 — 5,754.25
TRANSPORTATION.	
Operation of power plant:	
Power plant wages,	3,294.69
Fuel for power,	9,794.58
Lubricants and waste for power plant,	447.37
Operation of cars:	
Wages of conductors,	} 10,194.50
Wages of motor men,	
Wages of other employees,	2,188.20
Removal of snow and ice,	733.22 — 26,652.56
GENERAL.	
Salaries of general officers,	\$333.32
Printing and stationery,	304.50
Miscellaneous general expenses,	1,654.17
Damages,	44.20
Other legal expenses,	76.21
Rent of land and buildings,	21.00
Insurance,	2,142.14 — 4,575.54
Total operating expenses,	<u>\$36,982.35</u>

Operating cost, 82.71% of earnings (excluding taxes); operating cost, 88.36% of earnings (including taxes); operating cost, .1271 cents per car mile (excluding taxes).

Cash Statement.**Receipts:**

Cash on hand June 30, 1901,					\$126.89
Gross earnings from operation,					44,709.42
Bills payable,					23,458.83
Sale of stock,					278,300.00
Sale of bonds,					300,000.00
					<u>\$646,595.14</u>

Disbursements:

Operating expenses,					\$36,982.35
Taxes,					2,525.00
Interest,					7,583.00
Construction and equipment,					598,819.07
Bills receivable,					641.62
Adjustment of coal %,					26.73
Cash on hand June 30, 1902,					17.37
					<u>\$646,595.14</u>

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$216,700.00	Construction and equipm't,	\$815,519.07	\$598,819.07	.....
126.89	Current Assets as follows:			
	Cash on hand,	17.37	.....	\$109.52
	Bills receivable,	641.62	641.62	.....
5,000.00	Miscellaneous:			
	500 shares of the East			
	Windsor Electric Ry.			
	Company's stock,	5,000.00	.....	.....
	Profit and loss,	2,280.77	2,280.77	.....
\$221,826.89	Total,	\$823,458.83	\$601,741.46	\$109.52

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$121,700.00	Capital stock,	\$400,000.00	\$278,300.00	.....
100,000.00	Funded debt,	400,000.00	300,000.00	.....
.....	Curr't liabilities, as follows:			
.....	Loans and notes payable,	20,000.00	20,000.00	.....
.....	Mis. current liabilities,	2,060.68	2,060.68	.....
.....	Accrued liabilities:			
.....	Taxes accrued and not yet			
.....	due,	482.70	482.70	.....
.....	Mis. accrued liabilities,	915.45	915.45	.....
126.89	Profit and loss,	.....	.....	\$126.89
\$221,826.89	Total,	\$823,458.83	\$601,758.83	\$126.89

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	841,829
Total number passengers carried,	883,722
Number of paying passengers per mile of track operated,	64,756.07
Passenger car mileage,	290,777.5
Chartered car mileage,	189.0
Total car mileage,	290,966.5
Receipt per paying passenger, . . . . .	.053
Receipt per total passengers carried, . . . . .	.05
Maximum speed, miles per hour,	13
Average number of employees (including officials) during year,	45
Aggregate amount of salaries and wages paid,	\$20,933.78
State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold: School tickets 100 per book at \$2.50.	
Power houses,	2
Car houses,	2
Number of vehicles,	1

Characteristics of Road and Equipment.

Track.	Miles owned.	Total miles operated.
Length of first main track,	13.00	13.00
Length of sidings and turnouts, . . . . .	.473	.473
Total computed as single track,	13.473	13.473

RAILS.

Name of rails, "T"; weight per yard, 8 miles 60 lb.; 5 miles 70lb., all steel, 13 miles.

Gauge of track, 4 feet 8½ inches.

PAVING.

Macadam, 1 mile.

CARS, ETC.

	Total Number.	Equipped with motors.	Fenders, No. of.	Vestibule, full.	Equipped with air brake.	Double truck.	Equipped with electric heaters.
Closed cars,	13	4	24	13	16	8	12
Open cars,	13	12	.....	.....	.....	8	.....
Work cars,	2	.....	.....	.....	.....	.....	.....
now plows,	2	.....	.....	.....	.....	.....	.....
Total,	30	16	24	13	16	16	12

Characteristics of Road and Equipment.— *Continued.*

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	9	\$2 00
Motormen,	9	2.00
Watchmen,	1	2.00
Roadmen,	10	1.75
Linemen,	1	2.00
Engineers,	2	\$2 50-3.00
Firemen,	2	1.75
Electricians,	3	1.85

List of Accidents During Year ended June 30, 1902.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	2	.....	2
Employees,
Other persons,	2	1	2	1
Total,	2	3	2	3

Statement of Each Accident in Detail.

Aug. 11, 1901. Near Chamberlain's Corner, Thompsonville. Man crushed to death.

March 18, 1902. East Windsor, Conn. Man injured his head.

May 12, 1902. Near Aaron Smith's wood lot, Water Street, Warehouse Point, Conn. Man's legs crushed.

June 9, 1902. Switch at Riverview Park. Man had slight cut on hand.

Nov. 16, 1901. Near pumping station, Thompsonville, Conn. Woman had ankle sprained.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

PHILIP L. SALTONSTALL,
President.

CHAUNCEY ELDRIDGE,
Treasurer.

STATE OF MASSACHUSETTS, } ss.
COUNTY OF SUFFOLK,

BOSTON, September 8, 1902.

Then personally appeared the above-named Philip L. Saltonstall and Chauncey Eldridge, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

DANIEL P. SNOW,

Justice of the Peace.

HARTFORD STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1902.

DESCRIPTION OF LINES.		Length of main track.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Wethersfield	Rainbow.	23.634	.384	24.018	Electricity.
Capen St. & Wind. Av.	Keney Park.	1.186	.059	1.245	
Tunnel	St. Benedict's.	4.612	.132	4.744	
City Hall	West Hartford.	5.659	.161	5.820	
Asylum & Farm. Av.	Asylum & Woodland.	1.116	.052	1.168	
Asylum & Garden Sts.	Ashley & Woodland.	1.062	.151	1.213	
Asylum & Ford Sts.	Park & Lafayette.	.813	....	.813
Capitol	Laurel & Park.	1.769	.038	1.807	
Park & Main Sts.	Golf Club.	3.961	.165	4.126	
Park & Broad Sts.	Vernon & Retreat.	.719	.069	.788	
Park & Zion Sts.	Stone Pits.	1.207	.043	1.250	
Park & N. Park Aves.	Charter Oak Park.	1.497	.093	1.590	
Main & Charter Oak	Webassett Street.	.702	.126	.828	
Park & Main Sts.	Newington Church.	8.566	.606	9.172	
Retreat & Maple Ave.	Jordan Lane.	4.498	....	4.498
Stone Pits	Cedar Hill.	1.072	....	1.072
Atwood's Corner	Elmwood.	1.317	....	1.317
Main & Morgan Sts.	Silver Lane, E. Hfd.	3.594	.050	3.644	
Church Cor., E. Hfd.	East Windsor Hill.	7.049	.256	7.305	
Ford & Pearl Sts.	City Hall.	.791	....	.791
Morgan & Market Sts.	State St.	.257	....	.257
Total,		75.081	2.385	77.466	

Capital authorized by charter.	Stock issued.	Bonds issued.	Capital stock, bonds, and floating debt per mile of road operated, including sidings.	Cost construction.	Cost equipment.
\$2,000,000.00	\$1,000,000.00	\$2,500,000.00	\$37,267.34	\$2,738,581.05	\$872,517.15

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1902. — Continued.**

Cost of construction and equipment per mile of road owned.	Cost of construction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.
\$48,096.03	\$30,232.50	\$780,558.37	\$8,616.95	.182

Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.	Net earnings per mile operated.
\$536,880.51	\$5,926.88	.125	\$243,677.86	\$2,690.07

Net earnings per mile run.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.
.057	\$60,000.00	\$106,268.17	\$40,187.68	\$13,318.94	\$33,297.37

Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number of employees.
4,291,176	19,160,216	174,171	3.68	621

Accidents.

	Killed.	Injured.
Passengers, . . . . .	..	27
Employees,	1	..
Other persons,	2	35
Total,	3	62

History.

Name of company making this report: Hartford Street Railway Co.

Date of organization: July 1, 1862, as the Hartford & Wethersfield Horse Railway Company; changed to present name October 4, 1893.

Under laws of what state organized: Connecticut.

Corporate Name and Address of Company.

Hartford Street Railway Company, 111-127 State St., Hartford, Conn.

Officers of the Company.

Names.	Title.	Residence.
E. S. GOODRICH,	President,	Hartford, Conn.
SAMUEL G. DUNHAM,	Vice-President,	" "
NORMAN MCD. CRAWFORD,	General Manager,	" "
DANIEL R. HOWE,	Treasurer,	" "
DANIEL R. HOWE,	Secretary,	" "
FRANK CAUM,	Superintendent,	" "

Directors of the Company.

Names.	Residence.
JAMES J. GOODWIN,	New York, N. Y.
CHARLES L. LINCOLN,	Hartford, Conn.
DANIEL R. HOWE,	" "
ATWOOD COLLINS,	" "
SAMUEL G. DUNHAM,	" "
GEORGE E. TAINTOR,	" "
APPLETON R. HILLYER,	" "
E. S. GOODRICH,	" "

Capital Stock.

	COMMON.		Cash realized on amount issued.	DIVIDEND DURING YEAR.	
	No. of shares.	Total par value.		Rate.	Amount.
Authorized by charter, .	20,000	\$2,000,000.00	.....	
Authorized by vote of Co.,	10,000	1,000,000.00	.....	
Issued for actual cash, .	10,000	1,000,000.00	\$1,000,000.00	6%	\$60,000.00
Total amount issued,	10,000	\$1,000,000.00	.....	

Grand Total of Common Stock now outstanding, \$1,000,000.00. Amount of Stock held in Connecticut, \$902,230.00. Total number of stockholders, 166. Total number of stockholders in State of Connecticut, 138.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
Mtge. Bonds, gold,	S'pt. 1, 1900.	30	\$3,000,000	\$2,500,000	\$2,500,000	\$2,576,897.50

Per mile of single track owned, 75.081 miles, {	Capital stock issued,	\$13,318.94
	Funded debt issued,	33,297.37
	Total,	\$46,616.31

INTEREST.

Rate.	When Payable.	Amount Accrued during Year.
4 per cent.	March and September, . . .	\$80,000

Construction and Equipment Accounts.

Item.	Expenditures during year, charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1901.	Total cost to June 30, 1902.
Engineering and superintendence, . .	\$4,133.22	\$41,794.47	\$45,927.69
Track and roadway construction, . .	73,562.07	1,631,726.07	1,705,288.14
Electric line construction,	12,170.07	333,677.50	345,847.57
Real estate used in operation of road, . . . . .	.....	211,372.34	211,372.34
Buildings and fixtures used in operation of road,	1,133.79	414,528.34	415,662.13
Investment real estate, . . . . .	.....	14,483.18	14,483.18
Power plant equipment,	766.37	138,507.00	139,273.37
Shop tools and machinery,	2,857.40	8,166.44	11,023.84
Cars,	46,448.34	373,847.33	420,295.67
Electric equipment of cars,	31,442.41	249,418.38	280,860.79
Miscellaneous equipment,	782.13	20,281.35	21,063.48
Grand total,	\$173,295.80	\$3,437,802.40	\$3,611,098.20
Cost of construction and equipment per mile of road owned, . . . . .	.....	.....	48,096.03

Statement in Detail of Additions to Construction and Equipment during the Year.

Track and roadway: 386 tons Groove rail and Spiral work for Main and Pearl Sts., Main and Asylum Sts., and Main and Morgan Sts., for reconstruction of Main St. track between Park St. and the Tunnel, not yet used.
 1941 feet 9 inches Girder rail not yet used.
 58 tons 70 lb. T " "
 Buckland Blocks fitted to Girder rail on Asylum, State, and Pearl Sts. and Central Row.
 Double tracking 4,000 feet on Windsor Line and three Concrete Culverts.
 Payments to Conn. River Bridge and Highway District Commission on account new bridge to be built across the Connecticut River.
 Macadamizing on the following streets: Prospect Ave., Franklin Ave., Park St., New Britain Ave., Barbour St., and in Windsor Center.
 Line: 8,000 feet 500,000 c. m. feed-wire put up on account of increased track and double-truck cars.
 Equipment: 15 29-foot Vestibule Box Cars. Equipped with 4 30 H. P. motors, double trucks, steel-tired wheels, air brakes, and electric heaters.
 10 4-wheel freight cars. Dumps.
 Tools and Machinery: 1 13x6 Blaisdell Lathe.
 1 47½ Engine Lathe.
 1 Curtiss Air-Compressor.

Income Account for Year ending June 30, 1902.

Gross earnings from operation,	.	.	.	\$780,558.37	
Less operating expenses,	.	.	.	536,880.51	
Net earnings from operation,	.	.	.		\$243,677.86
Income from other sources as follows, viz.:					
Advertising,	.	.	.	2,304.10	
Rent of land and buildings,	.	.	.	1,168.33	
Interest on deposits,	.	.	.	1,556.97	5,029.40
Gross income from all sources,	.	.	.		\$248,707.26
Deductions from income as follows, viz.:					
Taxes on property not used in operation of road,				\$190.02	
“ State,	.	.	.	40,187.68	
“ City, 2% (earnings of city lines),	.	.	.	10,715.20	
Interest on funded debt,	.	.	.	104,535.54	
Interest on floating debt,	.	.	.	1,732.63	157,361.07
Net income from all sources,	.	.	.		\$91,346.19
Payments from net income as follows, viz.:					
Four dividends declared, 1½% on \$1,000,000 common stock,	.	.	.	60,000.00	
Sinking fund,	.	.	.		60,000.00
Surplus for year ending June 30, 1902,	.	.	.		31,346.19
Premium on bonds sold,	.	.	.	17,885.00	
Net amount credited to profit and loss,	.	.	.		17,885.00
Total surplus for year ending June 30, 1902,	.	.	.		\$49,231.19

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From Passengers:

Cash fares,	\$740,756.23
Ticket fares,	26,219.74
Chartered cars,	1,729.93

From other sources:

Mail,	1,584.41
Freight,	6,983.59
Express,	3,284.47

Total gross earnings,	<u>3,284.47</u>	\$780,558.37
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Operating Expense Accounts.

MAINTENANCE.

Way and Structures:

Maintenance of track and roadway,	\$43,328.81
Maintenance of electric line,	15,574.69
Maintenance of buildings and fixtures,	3,078.63

Equipment:

Maintenance of steam plant,	4,588.78
Maintenance of electric plant,	1,649.31
Maintenance of cars,	27,251.54
Maintenance of electrical equipment of cars,	18,521.21
Maintenance of miscellaneous equipment,	2,225.76
Miscellaneous shop expenses,	8,978.06 — \$125,196.79

TRANSPORTATION.

Operation of Power Plant:

Power plant wages,	\$18,934.93
Fuel for power,	62,129.43
Lubricants and waste for power plant,	1,916.06
Miscellaneous supplies and expenses of power plant,	2,152.21

Operation of Cars:

Superintendence of transportation,	10,486.61
Wages of conductors,	102,350.47
Wages of motormen,	95,889.99
Wages of other car service employees,	4,381.60
Wages of car house employees,	15,858.00
Car service supplies,	3,672.02
Miscellaneous car service expenses,	8,704.97
Cleaning and sanding track,	11,469.27
Removal of snow and ice,	7,344.57 — 345,290.13

GENERAL.

Salaries of general officers,	\$18,084.92	
Salaries of clerks,	8,189.26	
Printing and stationery,	750.23	
Miscellaneous office expenses,	2,687.63	
Store room expenses,	2,493.56	
Stable expenses,	4,662.62	
Advertising and attractions,	3,552.59	
Miscellaneous general expenses,	4,478.64	
Damages,	11,175.50	
Legal expenses in connection with damages,	1,844.12	
Other legal expenses,	2,753.39	
Insurance,	5,721.13	\$66,393.59
Total operating expenses,		<u>\$536,880.51</u>

Operating cost, 68.78% of earnings (excluding taxes); operating cost, 75.32% of earnings (including taxes); operating cost, .125 cents per car mile (excluding taxes); operating cost, 1.08 cents per car hour (excluding taxes).

Cash Statement.

Receipts:

Cash on hand June 30, 1901,	\$42,896.25
Gross receipts from operation,	782,328.10
Income from other sources,	5,029.40
Bills payable,	150,000.00
Accounts receivable,	9,923.75
4% mortgage bonds,	250,000.00
Premium on bonds,	17,885.00
Interest,	3,797.79
	<u>\$1,261,860.29</u>

Disbursements:

Operating expenses,	\$441,617.51
Materials and supplies,	111,899.11
Taxes,	49,548.85
Interest,	106,732.63
Dividends,	60,000.00
Construction and Equipment,	180,974.13
Bills payable,	150,000.00
Accounts receivable,	4,373.44
Insurance premiums,	8,314.49
Cash on hand June 30, 1902,	148,400.13
	<u>\$1,261,860.29</u>

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Increase, Year ending June 30, 1902.	Decrease, Year ending June 30, 1902.
\$3,437,802.40	Construction and Equip- ment,	\$3,611,098.20	\$173,295.80	.....
42,896.25	Current Assets, as follows:			
2,748.82	Cash on hand,	148,400.13	105,503.88	.....
2,020.53	Accounts receivable,	4,840.14	2,091.32	.....
35,377.52	Prepaid insurance,	4,601.89	2,581.36	.....
	Materials and supplies on hand,	32,484.53	.....	\$2,892.99
\$3,520,845.52	Total,	\$3,801,424.89	\$283,472.36	\$2,892.99

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase, Year ending June 30, 1902.	Decrease, Year ending June 30, 1902.
\$1,000,000.00	Capital Stock,	\$1,000,000.00	.....	.....
2,250,000.00	Funded Debt,	2,500,000.00	\$250,000.00	.....
	Current Liabilities, as fol- lows:			
72,020.96	Audited vouchers and accounts,	47,881.68	.....	\$24,139.28
1,200.00	Conductors' Deposit,	1,200.00	.....	.....
951.65	Tickets outstanding,	1,603.66	652.01	.....
30,833.33	Accrued Liabilities:			
30,705.49	Interest accrued and not yet due,	34,166.66	3,333.33	.....
183.53	Taxes accrued and not yet due,	32,207.61	1,502.12	.....
134,950.56	Accident Insurance,	183.53	.....	.....
	Profit and Loss,	184,181.75	49,231.19	.....
\$3,520,845.52	Total,	\$3,801,424.89	\$304,718.65	\$24,139.28

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	15,777,106
Number of transfer passengers carried,	3,383,110
Total number passengers carried,	19,160,216
Number of paying passengers per mile of main track operated,	174,171
Number of transfer points,	22
Number of tons of freight carried, earning revenue,	34,518
Passenger car mileage,	4,132,328
Chartered car mileage,	4,336
Freight and express car mileage,	154,512
Total car mileage,	4,291,176

Receipt per paying passenger, . . . . .	.0487
Receipt per total passengers carried, . . . . .	.0401
Maximum speed, miles per hour,	6, 8, 10
Average number of employees (including officials) during year,	621
Aggregate amount of salaries and wages paid,	\$373,666.22

State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold: 50 trip tickets in 10-cent limit, owner only, at \$4.00; 50 trip tickets in 15-cent limit, owner only, \$5.00; 60 trip tickets to Newington, owner only, \$3.00, limited to month; 20 trip tickets to Windsor and Poquonock, unlimited, \$1.00; 40 trip tickets, pupils only, hours limited, \$1.00.

	Number.
Power houses,	1
Car houses,	5
Horses owned,	11
Number of vehicles, tower wagons, trucks,	3
Steam Railroad Crossings at grade unprotected,	0
Steam Railroad Crossings at grade protected by gates,	1
Steam Railroad Crossings at grade protected by signal or interlocking devices,	0
Steam Railroad Crossings at grade protected by derailling devices on street railroad,	0
Steam Railroad Crossings over grade,	1
Steam Railroad Crossings under grade,	4

Characteristics of Road and Equipment.

Track.	Miles owned.	Miles leased.	Miles operated under trackage rights.	Total miles operated.
Length of 1st main track, . .	57.311	8.947	4.623	70.881
Length of 2d main track, . .	17.770	.808	1.125	19.703
Total,	75.081	9.755	5.748	90.584
Length of sidings and turnouts,	2.385	.447	.500	3.332
Total computed as single track, . .	77.466	10.202	6.248	93.916

Characteristics of Road and Equipment. — *Continued.*

RAILS.

Name of.	Weight per Yard.	Steel (miles of).
"T",	70	37.489
Girder tram,	90	37.436
Girder groove,	107	2.541
Total miles of,		77.466

Gauge of track, 4 feet, 8½ inches.

PAVING.

	Miles.
Asphalt, sheet,	8.440
Asphalt, block,	1.604
Belgium block, . . . . .	.508
Macadam,	33.120
Stone ballast,	5.269
Total miles,	48.941

CARS, ETC.

Cars, etc.	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, full.	Vestibule, half.	Equipped with air brakes.	Equipped with other power brakes.	Double truck.	Equipped with electric heaters.	Equipped with stoves.
Closed,	111	104	111	110	..	29	1	41	111	..
Open,	101	101	101	..	63	20	..	20	..	..
Mail, . . . . .	..	..	..	..	..	..	..	..	..	..
Express,	3	3	3	2	..	..	..	2	..	..
Freight,	26	3	3	1	1	..	..	9	3	..
Work,	2	2	2	..	..	..	..	..	1	..
Snow plows,	7	7	..	7	..	..	..	1	1	..
Sweepers,	9	9	..	8	..	..	..	..	..	9
Private,	1	1	1	1	..	..	..	..	1	..
Sand,	2	2	2	..	..	..	..	..	..	..
Total,	262	232	223	129	64	49	1	73	117	9

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	9½	\$1.90
Motormen,	9½	1.90
Starters,	9	2.25
Watchmen,	12	1.80
Switchmen,	9	1.35
Roadmen,	10	1.50
Linemen,	10	2.00
Engineers,	8	2.75
Firemen,	8	2.00
Electricians,	8	2.00
Machinists and Mechanics,	10	2.50

List of all Accidents during Year ended June 30, 1902.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	4	..	23	..	27
Employees,	1	..	1	..
Other persons,	2	2	33	2	35
Total,	6	3	56	3	62

Amount paid for injuries and damages caused by accidents:—

Paid by the Company, \$9,011.50

Statement of Each Accident in Detail.

July 4, 1901. Man drove in front of car. Slightly injured.

July 4, 1901. Woman jumped from moving car. Bruised.

July 5, 1901. Man stepped from moving car. Rendered unconscious.

July 11, 1901. Man stepped from moving car. Back slightly injured.

July 16, 1901. Girl riding bicycle close to track fell, car ran over her leg. Died from amputation and shock.

July 21, 1901. Man working close to track, knocked down by running board. Leg fractured in two places.

Aug. 11, 1901. Woman walked in front of moving car. Rendered unconscious.

Aug. 12, 1901. Woman hit on head by falling lamp. In her fright she jumped from car and fell. Hair was burned.

Aug. 27, 1901. Man, intoxicated, asleep on track, struck by car. Killed instantly.

Aug. 29, 1901. Man on bicycle rode in front of car. Knee slightly hurt.

Aug. 31, 1901. Child ran in front of moving car. Run over and instantly killed.

Sept. 5, 1901. Woman stepped from moving car. Badly hurt.

Sept. 6, 1901. Woman drove in front of car. Thrown and injured.

Sept. 6, 1901. Man jumped from moving car. Face and arm hurt.

Sept. 13, 1901. Woman jumped off moving car. Head hurt.

Sept. 25, 1901. Man struck by car going around curve. Injured.

Oct. 10, 1901. Woman stepped from moving car. Arm hurt.

Oct. 17, 1901. Man, intoxicated, jumped from car. Face injured.

Oct. 18, 1901. Man stepped from moving car. Rendered unconscious.

Oct. 26, 1901. Men (two) were hit by falling trolley base. Slightly injured.

Oct. 26, 1901. Man injured in collision of cars.

Oct. 28, 1901. Man drove in front of moving car. Slightly injured.

- Nov. 6, 1901. Man knocked down by car fender. Head injured.
- Nov. 9, 1901. Man fell while attempting to board moving car. Head slightly cut.
- Nov. 10, 1901. Hack drove into car. Four people slightly injured.
- Nov. 12, 1901. Man trying to board moving car, hurt ankle.
- Nov. 16, 1901. Man in crossing track was thrown by fender. Died.
- Nov. 23, 1901. Man fell from car. Head slightly hurt. Unconscious.
- Nov. 30, 1901. Woman slipped and fell on car step. Hurt back and head.
- Dec. 22, 1901. Man, intoxicated, lost balance and fell. Head slightly bruised.
- Dec. 30, 1901. Woman walked in front of moving car. Injured.
- Jan. 6, 1902. Man thrown from wagon by collision with car. Back hurt.
- Jan. 12, 1902. Man tried to board moving car, fell and fractured his arm.
- Jan. 16, 1902. Man knocked down by moving car. Injured slightly.
- Jan. 28, 1902. Woman hurt in a collision with car and a load of brick.
- Jan. 28, 1902. Boy knocked down by moving car. Mouth hurt.
- Feb. 4, 1902. Boy, with hat over his eyes, ran into moving car. Both legs were cut off.
- Feb. 13, 1902. Man stepped off moving car. Fell and hurt his head on step of car.
- Feb. 15, 1902. Man stepped off car before it came to a stop. Fell and cut his head.
- March 6, 1902. Man in sleigh collided with car. Face hurt.
- March 7, 1902. Man standing on side of track was hit by car handle and knocked down. Back hurt.
- March 19, 1902. Man, in stepping off car, slipped and fell. Knee hurt.
- March 25, 1902. Woman in boarding car became overbalanced and fell. Slightly injured.
- March 28, 1902. Man, intoxicated, walked in front of moving car. Head cut.
- April 3, 1902. Man thrown from team by horses becoming frightened at car. Unconscious.
- April 6, 1902. Man jumped from car at full speed. Forehead, chin, nose, and lip cut.
- April 24, 1902. Man walked off moving car, falling on his face. Slightly injured.
- April 29, 1902. Man stepped off backwards from moving car. Stunned by the fall.
- May 3, 1902. Man in boarding car missed his step and fell. Slightly injured.
- May 5, 1902. Man tried to board moving car, fell, striking his head on car step, cutting his face and eye badly.
- May 10, 1902. Man on wheel fell in front of sprinkler car.
- May 21, 1902. Woman stepped off moving car and fell. She was carried to the house.
- May 24, 1902. Woman burned by light in car catching fire.
- May 30, 1902. Man jumped off car backwards. Mouth slightly cut.
- June 1, 1902. Man jumped from running-board of moving car, cutting gash in his head.
- June 3, 1902. Woman walked off moving car and fell.

June 7, 1902. Boy on wheel struck by running-board of car.

June 7, 1902. Woman stepped off car, falling on her back. Injured slightly.

June 11, 1902. Woman ran in front of moving car, hit by fender and knocked against headlight.

June 11, 1902. Man drove in front of car, thrown out of team. Head hurt.

June 11, 1902. Woman sprang from moving car. Slightly injured.

June 21, 1902. Man walked in front of moving car; was thrown under car; part of car crushed his shoulders.

June 24, 1902. Conductor caught between two cars and killed.

June 25, 1902. Woman stepped from moving car, falling on her face and injuring her teeth.

June 27, 1902. Woman stepped off moving car, striking back of her head.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

E. S. GOODRICH,
President.

D. R. HOWE,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

HARTFORD, Sept. 16, 1902.

Then personally appeared the above-named E. S. Goodrich, President, and D. R. Howe, Treasurer, Hartford Street Ry. Co., and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

ELMER M. WHITE,
Notary Public.

MANUFACTURERS' RAILROAD COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1902.

DESCRIPTION OF LINES.		Length of main tracks.	Total omputed as single track.	Motive power.
From	To			
Cedar Hill Station	South Front Street.	1.364	1.364	Electricity.

Capital authorized by charter.	Stock issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.	Cost construction.	Cost equipment.
\$20,000.00	\$20,000.00	\$13,000.00	\$24,193.55	\$28,258.00	\$8,810.31

Cost of con- struction and equipment per mile of road owned.	Cost of construction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.	Operating expenses.	Operating expenses per mile operated.
\$27,176.18	\$20,717.01	\$8,752.63	\$6,416.88	\$3,864.43	\$2,833.16

Net earnings.	Net earnings per mile operated.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.	Number employees.
\$4,888.20	\$3,583.72	\$679.52	\$441.05	\$14,662.75	4

History.

Name of company making this report: The Manufacturers' R. R. Co.

Date of organization: November 23, 1893.

Under laws of what State organized: Connecticut, chartered June 23, 1893;
 charter amended May 9, 1895; charter amended May 12, 1895.

Corporate Name and Address of the Company.

The Manufacturers' Railroad Company, New Haven, Conn.

Officers of the Company.

Names.	Title.	Residence.
GEO. S. BARNUM,	President,	New Haven, Conn.
N. W. KENDALL,	Vice-President,	" "
S. J. FOX,	General Manager,	" "
S. J. FOX,	Treasurer,	" "
FRANK L. BIGELOW,	Secretary,	" "

Directors of the Company.

Names.	Residence.
GEO. S. BARNUM,	New Haven, Conn.
N. W. KENDALL,	" "
S. J. FOX,	" "
F. L. WILLIAMS,	" "

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No. of shares.	Total par value.	
Authorized by charter,	800	\$20,000.00	.....
Authorized by vote of company,	800	20,000.00	.....
Issued for actual cash,	800	20,000.00	\$20,000.00
Issued on account of construction,	800	20,000.00	.....
Total amount issued,	800	\$20,000.00	\$20,000.00

Grand total of Common and Preferred stock now outstanding, \$20,000.00.

Amount of stock held in Connecticut, \$20,000.00.

Total number of stockholders, 6.

Total number of stockholders in State of Connecticut, 6.

Funded Debt.

Description of mortgages, bonds, etc.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
Demand note,	\$13,000.00	\$13,000 00	\$13,000.00	\$13,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	Quarterly.	\$679.53

Per mile of single track owned, 1,364 miles, {	Capital stock issued,	\$14,662.75
	Funded debt issued,	9,530.79
	Total,	\$24,193.54

Construction and Equipment Accounts.

Item.	Expenditures during year charged to con- struction or equipment (not included in operating expenses).	Total cost to June 30, 1901.	Total cost to June 30, 1902.
Organization,		\$1,279.70	\$1,279.70
Engineering and superintendence, . .	\$166.00	2,021.98	2,187.98
Right of way,		575.00	575.00
Track and roadway construction, . .		20,330.27	20,330.27
Electric line construction,		3,885.05	3,885.05
Cars,		6,099.08	6,099.08
Electric equipment of cars,		2,711.23	2,711.23
Grand total,	\$166.00	\$36,902.31	\$37,068.31
Cost of construction and equipment per mile of road owned,			27,176.18

Statement in Detail of Additions to Construction and Equipment during Year.

Engineering and superintendence,	\$166.00
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Income Account for the Year ending June 30, 1902.

Gross earnings from operation,	\$8,752.63	
Less operating expenses (excluding all taxes),	3,864.43	
Net earnings from operation,		\$4,888.20
Gross income from all sources,		4,888.20
Deductions from income as follows, viz.:		
Taxes, State,	\$441.05	
Interest on floating debt,	679.52—	\$1,120.57
Net income from all sources,		\$3,767.63
Total surplus for year ending June 30, 1902,		\$3,767.63

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

Freight,	\$8,752.63	
Total gross earnings,		\$8,752.63

Operating Expense Accounts.**MAINTENANCE.****Way and Structures:**

Maintenance of track and roadway,	\$283.04	
Maintenance of electric line,	44.50	

Equipment:

Maintenance of cars,	109.38	
Maintenance of electric equipment of cars,	7.35 —	\$444.27

TRANSPORTATION.**Operation of Power Plant:**

Hired power,	\$582.12	
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Operation of cars:

Wages of conductors,	}	1,917.09	
Wages of motormen,			
Wages of other car service employees,			
Car service supplies,		42.62	
Miscellaneous car service expenses,		1.67	
Cleaning and sanding track,		15.19	
Removal of snow and ice,		121.32 —	\$2,680.01

GENERAL.

Salaries of general officers,	\$625.00	
Miscellaneous office expenses,	36.15	
Damages (accident insurance premium),	79.00 —	\$740.15
Total operating expenses,		\$3,864.43

Operating cost, 44.15% of earnings (excluding taxes); operating cost, 49.19% of earnings (including taxes).

Cash Statement.**Receipts:**

Cash on hand June 30, 1901,	\$27.10
Gross earnings from operation,	.	.	.	.	.	8,752.63
Accounts receivable,	.	.	.	.	.	461.25
						<u>\$9,240.98</u>

Disbursements:

Operating expenses,	.	.	.	.	.	\$3,864.43
Taxes,	.	.	.	.	.	441.05
Interest,	.	.	.	.	.	679.52
Construction and equipment,	.	.	.	.	.	166.00
Bills payable,	.	.	.	.	.	1,000.00
Accounts receivable,	.	.	.	.	.	789.20
Cash on hand June 30, 1902,	.	.	.	.	.	2,300.78
						<u>\$9,240.98</u>

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Increase, year ending June 30, 1902.
\$36,902.31	Construction and Equipment, .	\$37,068.31	\$166.00
27.10	Current Assets, as follows:		
461.25	Cash on hand,	2,300.78	2,273.68
	Accounts receivable,	789.20	327.95
\$37,390.66	Total,	\$40,158.29	\$2,767.63

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$20,000.00	Capital Stock,	\$20,000.00	.....	.....
14,000.00	Current Liabilities, as follows:			
	Loans and Notes Payable,	13,000.00	.....	\$1,000.00
3,390.66	Accrued Liabilities,			
	Profit and Loss,	7,158.29	\$3,767.63	.....
\$37,390.66	Total,	\$40,158.29	\$3,767.63	\$1,000.00

Traffic, Mileage, and Miscellaneous Statistics.

Number of tons of freight carried, earning revenue,	.	.	44,171
Maximum speed, miles per per hour,	.	.	4
Average number of employees (including officials) during year,	.	.	4
Aggregate amount of salaries and wages paid,	.	.	\$2,542.09

Characteristics of Road and Equipment.

Track.	Miles owned.	Total miles operated.
Total length of main track,	1.364	1.364

Name of rails, "T"; weight per yard, 70 lbs.; all steel.

Gauge of track, 4 feet 8½ inches.

CARS, ETC.

	Total number.	Equipped with motors.	Equipped with other power brakes.
Snow plows,	1	1	..
Electric locomotive,	1	1	1
Total,	2	2	1

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	9	\$2.25
Motormen,	9	2.50
Switchmen,	9	1.75

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

GEORGE S. BARNUM,
President.

SIMEON J. FOX,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss. NEW HAVEN, CONN., Sept. 11, 1902.

Then personally appeared the above-named George S. Barnum and Simeon J. Fox, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me, E. A. BRADLEY,
Notary Public.

MERIDEN ELECTRIC RAILROAD CO.

MERIDEN, CONN.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1902.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Meriden	Wallingford.	10.000	.400	10.400	Electricity.
Colony St.	East Main St.	4.400	.400	4.800	
Pratt St.	West Main St.	3.000	.500	3.500	
Broad St.	Curtis St.	.700	.100	.800	
Total,		18.100	1.400	19.500	

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and floating debt per mile of road operated, includ- ing sidings.	Cost construction.
\$1,000,000.00	\$1,000,000.00	\$500,000.00	\$161,400.00	\$85,200.00	\$1,636,790.96

Cost equipment.	Cost of con- struction and equipment per mile of road owned.	Cost of con- struction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.
\$52,182.06	\$93,313.42	\$90,430.44	\$138,552.88	\$7,654.86	\$.2011

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1902.—Continued.**

Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.	Net earnings per mile operated.
\$89,257.17	\$4,931.33	.12954	\$49,295.71	\$2,723.52

Net earnings per mile run.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.
\$.0715	\$29,139.44	\$6,607.45	\$55,248.62

Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number of employees.
\$27,624.31	689,012	3,266,383	143,079	3.757	90

Accidents.

	Killed.	Injured.
Passengers,	15
Employees,	3
Other persons,	2
Total,	20

History.

Name of company making this report: Meriden Electric Railroad Company.

Date of organization: August 14, 1886.

Under laws of what State organized: Connecticut. House Joint Resolution No. 217, January Session, 1886; Senate Joint Resolution No. 327, January Session, 1893; Substitute for Senate Bill No. 34, and Senate Joint Resolution No. 106, January Session, 1895.

Corporate Name and Address of the Company.

Meriden Electric Railroad Company, New Haven, Conn.

Officers of the Company.

Names.	Title.	Residence.
N. H. HEFT,	President,	Bridgeport, Conn.
W. L. SQUIRE,	Treasurer,	Meriden, "
W. L. SQUIRE,	Secretary,	" "
W. P. BRISTOL,	Superintendent,	" "

Directors of the Company.

Names.	Residence.
JOHN L. BILLARD,	Meriden, Conn.
JOHN C. BYXBEE,	" "
E. J. DOOLITTLE,	" "
JOHN M. HALL,	New Haven, "
JOHN M. MIX,	Yalesville, "
CHARLES L. ROCKWELL,	Meriden, "
N. H. HEFT,	Bridgeport, "

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No. of shares.	Total par value.	
Authorized by charter,	10,000	\$1,000,000.00	
Authorized by vote of Company,	10,000	1,000,000.00	
Issued for actual cash,	800	80,000.00	\$80,000.00
Issued for contract for electrical equip- ment and extension of road,	9,200	920,000.00	
Total amount issued,	10,000	\$1,000,000.00	\$80,000.00

Grand total of Common and Preferred Stock now outstanding, \$1,000,000.00.

Amount of stock held in Connecticut, \$999,900.00.

Total number of stockholders, 18.

Total number of stockholders in State of Connecticut, 17.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.
First Mortgage,	Jan. 1 1894	30	\$500,000.00	\$415,000.00	\$415,000.00
	Oct. 1 1891	20	100,000.00	85,000.00	85,000.00
Total, . . . . .	.....	.....	\$600,000.00	\$500,000.00	\$500,000.00

Funded Debt.— *Continued.***INTEREST.**

Rate.	When payable.	Accrued during year.
5%	January and July.	\$20,750.00
5%	April and October.	4,250.00
.....	.....	\$25,000.00

Per mile of single track owned, 18.1 miles,	{ Capital stock issued, \$55,248.62
	{ Funded debt issued, 27,624.31
Total,	\$82,872.93

Construction and Equipment Accounts.

Item.	Expenditures during year charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1901.	Total cost to June 30, 1902.
Engineering and Superintendence,		\$601.79	\$601.79
Right of Way,		300.00	300.00
Track and Roadway Construction,	\$2,163.08	125,130.37	127,293.45
Electric Line Construction,		18,697.26	18,697.26
Buildings and Fixtures used in operation of road,		10,468.27	10,468.27
Investment Real Estate,		461.10	461.10
Power Plant Equipment,	152.00	2,900.06	3,052.06
Cars,	226.05	26,255.21	26,481.26
Electric Equipment of Cars,	2,493.68	16,721.84	19,215.52
Miscellaneous Equipment,		3,433.22	3,433.22
Cost of road, being electrically equipped,		173,930.00	173,930.00
Road built by contract,		1,235,000.00	1,235,000.00
General expense, "legal",		8,275.56	8,275.56
Hanover Park property,	559.88	61,203.65	61,763.53
Grand Total,	\$5,594.69	\$1,683,378.33	\$1,688,973.02
Cost of Construction and Equipment per mile of road owned,			\$93,313.42

Statement in Detail of Additions to Construction and Equipment during the Year.

Power Station, spare belt,	\$152.00
Grading and track laying, East Main St. Extension,	2,017.48
Guard rails on bridges,	64.70
Grading on Main St.,	80.90
Two motor equipments,	2,493.68
Fenders, registers, trolley catchers, and truck frame,	226.05
Hanover Park, improvements,	559.88
Total,	<u>5,594.69</u>

Income Account for Year ending June 30, 1902.

Gross earnings from operation,	\$138,552.88
Less operating expenses (excluding all taxes),	89,257.17
Net earnings from operation,	<u>\$49,295.71</u>
Income from other sources as follows, viz.:	
Advertising,	\$450.00
Rent of land and buildings,	280.00
Miscellaneous,	1.00 — 731.00
Gross income from all sources,	<u>\$50,026.71</u>
Deductions from income as follows, viz.:	
Taxes: State, accrued,	\$6,219.12
Other than above,	234.50
Interest on funded debt,	25,000.00
Interest on floating debt,	8,792.36 — 40,245.98
Total surplus for year ending June 30, 1902,	<u>\$9,780.73</u>

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From Passengers:	
Cash fares,	\$128,983.31
Ticket fares,	No record.
Chartered cars,	No record.
From other sources:	
Mail,	354.95
Operating Hanover Park,	8,254.42
Power Rental,	960.20
Total gross earnings,	<u>\$138,552.88</u>

Operating Expense Accounts.

MAINTENANCE.

Way and Structures :

Maintenance of track and roadway, . . .	\$7,916.01
Maintenance of electric line, . . .	1,135.88
Maintenance of buildings and fixtures, . . .	1,228.49

Equipment:

Maintenance of park,	2,080.17
Maintenance of electric plant,	1,012.41
Maintenance of cars,	4,450.07
Maintenance of electrical equipment of cars,	4,399.23
Maintenance of miscellaneous equipment,	429.36 — 22,651.62

TRANSPORTATION.

Operation of power plant :

Power plant wages,	\$3,883.76
Fuel for power,	9,688.99
Water for power,	759.48
Lubricants and waste for power plant,	625.48
Miscellaneous supplies and expenses of power plant,	173.85

Operation of cars:

Wages of conductors,	17,876.75
Wages of motormen,	17,376.75
Wages of other car service employees,	1,460.15
Car service supplies,	931.85
Miscellaneous car service expenses,	479.30
Removal of snow and ice,	1,772.01 — 55,028.37

GENERAL.

Salaries of general officers,	\$1,275.00
Salaries of clerks,	1,384.18
Printing and stationery,	336.02
Miscellaneous office expenses,	31.38
Miscellaneous general expenses,	596.35
Other legal expenses,	400.00
Operating Hanover Park,	7,554.25 — 11,577.18
Total operating expenses,	\$89,257.17

Operating cost, .6442% of earnings (excluding taxes); operating cost, .6908% of earnings (including taxes); operating cost, .12954 cents per car mile (excluding taxes).

Cash Statement.

Receipts:

Cash on hand June 30, 1901,	.	.	.	.	\$7,379.11
Gross earnings from operation,	.	.	.	.	138,552.88
Income from other sources,	.	.	.	.	731.00
Bills payable,	.	.	.	.	7,000.00
Accounts receivable,	.	.	.	.	37.95
					<hr/>
					\$153,700.94

Disbursements:

Operating expenses,	.	.	.	.	\$89,257.17
Materials and supplies,	.	.	.	.	1,008.52
Taxes,	.	.	.	.	6,607.45
Interest,	.	.	.	.	29,139.44
Construction and equipment, Hanover Park,	.	.	.	.	5,594.69
Bills payable,	.	.	.	.	17,000.00
Cashier's contingency fund,	.	.	.	.	1.00
Suspense,	.	.	.	.	8.15
Injury to persons,	.	.	.	.	284.50
Damage to property,	.	.	.	.	44.45
Vouchers unpaid, June 30th, 1901,	.	.	\$7,008.00		
“ “ “ 1902,	.	.	2,388.92	—	4,719.08
Cash on hand June 30, 1902,	.	.	.	.	2,053.53
					<hr/>
					\$153,700.94

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$1,683,378.33	Construction and Equip- ment,	\$1,688,973.02	\$5,594.69	.....
	Current Assets, as follows:			
7,379.11	Cash on hand,	2,053.53	.....	\$5,325.58
5,507.46	Material and supplies on hand,	4,498.94	.....	1,008.52
61.69	Supt's contingency fund, .	62.69	1.00	.....
82.55	Individuals and companies,	44 60	.....	37.95
1,840.51	Suspense,	2,002.49	161.98	.....
28,602.04	Profit and loss,	18,821.31	.....	9,780.73
\$1,726,851.69	Total,	\$1,716,456.58	\$5,757.67	\$16,152.78

Comparative General Balance Sheet.—Continued.

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$1,000,000.00	Capital Stock,	\$1,000,000.00		
500,000.00	Funded Debt,	500,000.00		
	Current Liabilities, as follows:			
171,400.00	Loans and Notes Payable,	161,400.00		\$10,000.00
7,008.00	Audited vouchers and Ac- counts,	2,288.92		4,719.08
	Accrued Liabilities:			
38,702.50	Interest accrued and not yet due,	43,355.42	\$4,652.92	
1,291.03	Special account,	1,291.03		
8,450.16	Sinking and other Special funds,	8,121.21		\$328.95
\$1,726,851.69	Grand Total,	\$1,716,456.58	\$4,652.92	\$15,048.03

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	2,589,737
Number of transfer passengers carried,	676,646
Total number passengers carried,	3,266,383
Number of paying passengers per mile of main track operated, . .	143,079
Number of transfer points,	6
Passenger car mileage,	689,012
Total car mileage,	689,012
Receipt per paying passenger, . . . .	.049
Receipt per total passengers carried, . . . .	.039
Maximum speed, miles per hour,	12
Average number of employees (including officials) during year, . .	90
Aggregate amount of salaries and wages paid,	\$56,393.29
State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold: Family ticket, Meriden to Tracey, 25 rides, \$1.50; family ticket, Meriden to Yalesville, 25 rides, \$2.00; workman ticket, Meriden to Wallingford, 25 rides, \$2.25; special ticket, Meriden to Wallingford, 100 rides, \$10.00.	

	Number.
Power Houses,	1
Car Houses,	2
Horses owned,	3
Number of vehicles,	5
Other articles of equipment, viz.:	
Tower wagons,	1
Horse-sweeper,	1
Steam Railroad Crossings at grade unprotected,	1
Steam Railroad Crossings at grade protected by gates, flagmen, or crossing alarm,	2
Steam Railroad Crossings at grade protected by signal or interlocking devices,	0
Steam Railroad Crossings at grade protected by derailing devices on street railroad,	0
Steam Railroad Crossings over grade,	1
Steam Railroad Crossings under grade,	0

Characteristics of Road and Equipment.

Track.	Miles owned.	Total miles operated.
Length of main track,	18.100	18.100
Length of sidings and turnouts,	1.400	1.400
Total computed as single track,	19.500	19.500

RAILS.

Name of.	Weight per Yard.	Steel. (Miles.)	Total.
"T",	40, 48, 50, 56, 65, 70	19.200	19.200
Girder Tram,	90	.300	.300
Total miles of,		19.500	19.500

Gauge of track, 4 feet 8½ inches.

PAVING.

	Miles.
Asphalt, sheet, . . . . .	.151
Vitrified brick, . . . . .	.407
Belgium block, . . . . .	.132
Macadam,	7.343
Stone ballast,	11.467
Total miles,	19.500

Characteristics of Road and Equipment. — *Continued.*

CARS, ETC.

	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, full.	Vestibule, half.	Double truck.	Equipped with stoves.
Closed Cars,	21	13	13	..	21	2	21
Open Cars,	27	20	20	..	..	..	..
Freight Cars,	2	..	..	..	..	..	..
Work Cars,	1	1	1	1	..	..	1
Snow Plows,	3	..	..	3	..	..	..
Sweepers,	1	..	..	1	..	..	..
Total,	55	34	34	5	21	2	22

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	11	\$2.09
Motormen,	11	2.09
Starters,	12	2.43
Watchmen,	12	2.00
Switchmen,	10	1.50
Roadmen,	10	3.00
Hostlers,	10	1.55
Linemen,	10	2.50
Engineers,	10	2.55
Firemen,	12	2.00
Machinists and mechanics,	10	2.65

List of all Accidents during Year ended June 30, 1902.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	..	14	..	15
Employees,	1	..	2	..	3
Other Persons,	2	..	2
Total,	2	..	18	..	20

Amount paid for injuries and damages caused by accidents—

Paid by the Company, \$318.00

Statement of Each Accident in Detail.

July 4, 1901. Conductor F. C. Penfield fell on pavement and broke wrist, while ejecting drunken person from car, who refused to pay fare, cor. Hanover and Butler Sts.

July 13, 1901. Cor. Hanover and Grove Sts., Mrs. Newbold jumped from car, while it was in motion, slightly bruised.

July 16, 1901. Cor. Hanover St. and Randolph Ave., Mrs. Kintz jumped from car while it was in motion, slightly bruised.

July 27, 1901. Unknown person jumped from car while it was in motion, cor. W. Main St. and Linsley Ave., slightly bruised.

Aug. 21, 1901. Unknown person, intoxicated, jumped from car while it was in motion, cor. Colony and Columbia, slightly bruised.

Aug. 23, 1901. Miss Roy jumped from car while it was in motion near Post Office on Colony St., slightly bruised.

Sept. 20, 1901. M. Dorgan tried to board car while it was in motion, cor. W. Main and Grove Sts., slightly bruised.

Oct. 12, 1901. Joseph Herman tried to board car while it was in motion, cor. of W. Main and Colony Sts., slightly bruised.

Oct. 20, 1901. Unknown man jumped from car while it was in motion, near Town Hall, East Main St. Slightly bruised.

Nov. 6, 1901. F. Troing badly bruised while coupling cars, cor. W. Main and Vine Sts.

Nov. 19, 1901. Unknown man jumped from car while it was in motion, cor. Hanover and South First Sts., slightly bruised.

Nov. 24, 1901. P. D. Lucas, lineman, bone in wrist broken while setting brake on freight-car, cor. Hanover and Oak Sts., Yalesville, by handle slipping.

Nov. 25, 1901. Unknown man jumped from car while it was in motion, slightly bruised.

Feb. 27, 1902. Miss Little bruised by collision of car with wagon, cor. W. Main St. and Capitol Ave.

March 12, 1902. Charles Bulis jumped in front of car near South Meriden, shoulder badly hurt.

April 25, 1902. J. O. Parker jumped from car while it was in motion, W. Main St. and Capitol, slightly bruised.

May 5, 1902. Mrs. Burger fell while getting off car, W. Main and Hanover Sts., slightly bruised.

June 23, 1902. B. H. Steinmentz, struck by gate at Hanover Park, arm bruised.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

N. H. HEFT,
President.

W. L. SQUIRE,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF NEW HAVEN, } ss.

NEW HAVEN, September 15, 1902.

Then personally appeared the above-named N. H. Heft, President, and W. L. Squire, Treasurer, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

A. S. MAY,

Notary Public.

MERIDEN, SOUTHTON & COMPOUNCE TRAMWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1902.

DESCRIPTION OF LINES.		Length of main track.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Meriden	Lake Compounce.	11.642	.693	12.335	Elec.

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.	Cost construction and equipment.
\$500,000.00	\$200,000.00	\$175,000.00	\$4,375.00	\$30,755.98	\$378,972.98

Cost of construction and equipment per mile of road owned.	Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.
\$32,552.22	\$50,286.32	\$3,704.87	.1553	\$35,443.40	\$2,611.31

Operating expenses per mile run.	Net earnings.	Net earnings per mile operated.	Net earnings per mile run.	Dividends.	Interest.
.1095	\$14,842.92	\$1,093.56	.0458	\$6,000.00	\$8,757.29

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1902.—Continued.**

Taxes paid state.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passen- gers per mile run.	Num- ber of employ- ees.
\$2,335.98	\$17,179.17	\$15,031.78	323,654	961,820	70,862	2.9717	43

Accidents.

	Injured.
Passengers,	3
Other persons,	2
Total,	5

History.

Name of company making this report: The Meriden, Southington & Compounce
Tramway Company.

Date of organization: Sept. 10, 1897.

Under laws of what State organized: Connecticut.

Capital stock increased to \$500,000.00, January, 1901.

Corporate Name and Address of the Company.

The Meriden, Southington & Compounce Tramway Company, Milldale,
Conn. Post-Office, Meriden, Conn.

Officers of the Company.

Names.	Title.	Residence.
WALTON CLARK,	President,	Philadelphia, Pa.
A. M. YOUNG,	Vice-President,	Branford, Conn.
J. E. SEWELL,	General Manager,	Waterbury, "
LEWIS LILLIE,	Treasurer,	Philadelphia, Pa.
LEWIS LILLIE,	Secretary,	" "
E. W. POOLE,	Asst. Sec'y & Asst. Treas.,	Bridgeport, Conn.

Directors of the Company.

Names.	Residence.
WALTER CLARK,	Philadelphia, Pa.
LEWIS LILLIE,	" "
A. M. YOUNG,	Branford, Conn.
J. E. SEWELL,	Waterbury, "
E. W. POOLE,	Bridgeport, "

Capital Stock.

	COMMON.		Cash realized on amount issued.	DIVIDEND DURING YEAR.	
	No. of shares.	Total par value.		Rate.	Amount.
Authorized by charter, . . .	5,000	\$500,000.00			
Authorized by vote of C'mp'y, . . .	2,000	200,000.00			
Issued for actual cash, . . .	2,000	200,000.00	\$200,000.00	3%	\$6,000.00
Total amount issued, . . .	2,000	\$200,000.00	\$200,000.00	.....	\$6,000.00

Grand total of common and preferred stock now outstanding, \$200,000.00.

Amount of stock held in Connecticut, \$300.00.

Total number of stockholders, 6.

Total number of stockholders in State of Connecticut, 3.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
1st Mtg., 5%, 30- year, gold bonds,	1898	30	\$200,000.00	\$175,000.00	\$175,000.00	\$175,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5%	January and July.	\$8,750.00

Per mile of single track owned, 11.642 miles, { Capital stock issued, \$17,179.17
 { Funded debt issued, 15,031.78

Total, \$32,210.95

Construction and Equipment Account.

Item.	Expenditures during year charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1901.	Deductions during year.	Total cost to June 30, 1902.
Road built by contract,		\$260,000.00		\$260,000.00
Engineering and superintendence,	\$30.70			30.70
Track and roadway construction,	1,656.71	97,000.00		98,656.71
Electric line construction,	248.16			248.16
Investment real estate,		1,396.40	\$833.90	562.50
Power plant equipment,	203.01			203.01
Shop tools and machinery,	75.00			75.00
Cars,	1,191.90	18,000.00		19,191.90
Miscellaneous,	5.00			5.00
Grand Total,	\$3,410.48	\$376,396.40	\$833.90	\$378,972.98
Cost of construction and equipment per mile of road owned,				32,552.22

Statement in detail of Additions to Construction and Equipment during the year.

Engineering and superintendence:	
Maps and blue prints of roads,	\$30.70
Track and roadway construction:	
Labor and materials changing grade of track,	1,656.71
Electric line construction:	
Labor and material improving overhead line, lightning arresters and cost of installing same,	248.16
Power plant equipment:	
2 station wall meters,	203.01
Shop tools and machinery:	
15-H.-P. 500 V motor,	75.00
Cars:	
18 fender equipments, 8 trolley catchers,	1,191.90
Miscellaneous:	
Furniture for Milldale office,	5.00
Total,	\$3,410.48

Income Account for the Year ending June 30, 1902.

Gross earnings from operation,	\$50,286.32	
Less operating expenses (excluding all taxes),	35,443.40	
Net earnings from operation,		\$14,842.92
Income from other sources as follows, viz.:		
Advertising,	\$271.95	
Rent of land and buildings,	140.00	
Sale of power,	510.17	
Miscellaneous,		922.12
Gross income from all sources,		\$15,765.04
Deductions from income as follows, viz.:		
Taxes, { On property not used in operation of		
road,	29.14	
State,	2,335.98	
Interest on funded debt,	8,750.00	
Interest on floating debt,	7.29 —	11,122.41
Net income from all sources,		\$4,642.63
Payments from net income as follows, viz.:		
Dividends declared, 3% on \$200,000.00,	6,000.00	
Deficit for year ending June 30, 1902,		\$1,357.37
Credits to profit and loss account during the year:		
Sundry adjustments,	717.37	
Total credits,	717.37	
Debits to profit and loss account during the year:		
Worthless accounts,	\$4.80	
Total debits,	4.80	
Net amount credited to profit and loss,		712.57
Total deficit for year ending June 30, 1902,		\$644.80

Analysis of Gross Earnings and Operating Expenses.

	EARNINGS.	
From passengers:		
Cash fares,	\$47,452.37	
Ticket fares,	334.58	
Chartered cars,	242.84	
From other sources:		
Mail,	125.07	
Express,	2,131.46	
Total gross earnings,		\$50,286.32

Operating Expense Accounts.

MAINTENANCE.

Way and structures:

Maintenance of track and roadway, . . .	\$1,549.45
Maintenance of electric line, . . .	478.75
Maintenance of buildings and fixtures, . . .	86.42

Equipment:

Maintenance of steam plant, . . .	237.10
Maintenance of electric plant, . . .	4.02
Maintenance of cars, . . .	1,207.57
Maintenance of electrical equipment of cars, . . .	1,444.19
Maintenance of miscellaneous equipment, . . .	197.83
Miscellaneous shop expenses, . . .	84.54 — \$5,289.87

TRANSPORTATION.

Operation of power plant:

Power plant wages, . . .	\$2,325.63
Fuel for power, . . .	3,951.56
Lubricants and waste for power plant, . . .	165.34
Miscellaneous supplies and expenses of power plant, . . .	44.96

Operation of cars:

Superintendence of transportation, . . .	529.05
Wages of conductors, . . .	5,197.87
Wages of motormen, . . .	5,221.62
Wages of other car service employees, . . .	9.19
Wages of car house employees, . . .	752.58
Car service supplies, . . .	210.03
Miscellaneous car service expenses, . . .	93.95
Cleaning and sanding track, . . .	64.95
Removal of snow and ice, . . .	180.83 — 18,747.56

GENERAL.

Salaries of general officers, . . .	\$875.00
Salaries of clerks, . . .	272.80
Printing and stationery, . . .	108.03
Miscellaneous office expenses, . . .	88.37
Advertising and attractions, . . .	1,975.53
Miscellaneous general expenses, . . .	373.97
Damages, . . .	1,551.53
Other legal expenses, . . .	268.00
Rent of tracks and terminals, . . .	5,282.89
Insurance, . . .	609.85 — 11,405.97
Total operating expenses, . . .	\$35,443.40

Operating cost, 70.48% of earnings (excluding taxes); operating cost, 75.18% of earnings (including taxes); operating cost, 10.951 cents per car mile (excluding taxes); operating cost, 93.184 cents per car hour (excluding taxes).

Cash Statement.**Receipts:**

Cash on hand June 30, 1901,	\$1,929.45
Gross earnings from operation,	.	.	.	.	.	50,286.32
Income from other sources,	.	.	.	.	.	922.12
Bills payable,	.	.	.	.	.	4,375.00
Bills receivable,	.	.	.	.	.	642.66
Accounts payable,	.	.	.	.	.	3,609.54
Accident insurance fund,	.	.	.	.	.	272.71
Adjustment profit and loss,	.	.	.	.	.	712.57
						<hr/> \$62,750.37

Disbursements:

Operating expenses,	.	.	.	.	.	\$35,443.40
Materials and supplies,	.	.	.	.	.	2,901.57
Taxes,	.	.	.	.	.	2,365.12
Interest,	.	.	.	.	.	8,750.00
Dividends,	.	.	.	.	.	6,000.00
Construction and equipment,	.	.	.	.	.	2,576.58
Accounts receivable,	.	.	.	.	.	872.57
Prepaid insurance,	.	.	.	.	.	475.66
Cash on hand June 30, 1902,	.	.	.	.	.	3,365.47
						<hr/> \$62,750.37

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$376,396.40	Construction and equipm't,	\$378,972.98	\$2,576.58	.....
	Current assets as follows:			
1,929.45	Cash on hand, . . .	3,365.47	1,436.02	.....
642.66	Bills receivable, . . .	.....	.....	\$642.66
244.35	Prepaid insurance, . . .	720.01	475.66	.....
1,961.22	Materials and supplies on hand, . . .	4,862.79	2,901.57	.....
.....	Accounts receivable, . . .	872.57	872.57	.....
\$381,174.08	Total, . . .	\$388,793.82	\$8,262.40	\$642.66

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$200,000.00	Capital stock,	\$200,000.00	.....	.....
175,000.00	Funded debt,	175,000.00	.....	.....
	Current liabilities, as fol- lows:			
.....	Loans and notes pay- able,	4,375.00	\$4,375.00	.....
.....	Audited vouchers and accounts,	3,609.54	3,609.54	.....
	Accrued liabilities:			
.....	Interest accrued and not yet due,	7.29	7.29	.....
.....	Accident insurance fund, Profit and loss,	272.71 5,529.28	272.71	.....
6,174.08			.....	\$644.80
\$381,174.08	Total,	\$388,793.82	\$8,264.54	\$644.80

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	961,820
Number of paying passengers per mile of main track operated,	70,862
Passenger car mileage,	323,206
Chartered car mileage,	448
Freight and express car mileage (included in passenger car mileage).	
Total car mileage,	323,654
Receipt per paying passenger,	\$.049936
Receipt per total passengers carried,	\$.049936
Maximum speed, miles per hour,	15
Average number of employees (including officials) during year,	43
Aggregate amount of salaries and wages paid,	\$19,736.70
State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold: Theater excursion tickets sold to Meriden at reduction of 30% from cash fare.	

	Number.
Power houses,	1
Car houses,	2

	Number.
Steam railroad crossings over grade,	1

Characteristics of Road and Equipment.

Track.	Miles owned.	Miles operated under trackage rights.	Total miles operated.
Length of first main track, . . .	11.642	1.931	13.573
Length of sidings and turnouts, . .	.693	.123	.816
Total computed as single track, .	12.335	2.054	14.389

RAILS.

Name of rails, "T"; weight per yard, 56 pounds; steel (miles of), 12.335.

Gauge of track, 4 feet 8½ inches

PAVING.

Macadam,	Miles.
	.575

CARS, ETC.

	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, full.	Equipped with other power brakes.	Double truck.	Equipped with electric heaters.
Closed cars, .	6	6	6	6	1	1	6
Open cars, .	12	12	12	..	4	4	..
Work cars, .	5	1	1	..	..	..	..
Snow plows, .	1	..	..	..	..	..	..
Total, . .	24	19	19	6	5	5	6

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	10	\$1.70
Motormen,	10	1.70
Watchmen,	10	1.50
Roadmen,	10	1.50
Linemen,	10	2.25
Engineers,	10½	2.64
Firemen,	11	1.50
Electricians,	10	2.25
Machinists and mechanics,	10	1 62½

List of all Accidents during Year ended June 30, 1902.

Cause and nature of injury.	Injured from their own mis- conduct or carelessness.
Passengers,	3
Other persons,	2
Total,	5
Amount paid for injuries and damages caused by accidents —	
Paid by insurance companies,	\$50.00
Paid by the Company,	41.08
Total,	\$91.08

Statement of Each Accident in Detail.

March 18, 1902. James Thour, while stepping from moving car on Main street, Southington, was slightly injured.

April 6, 1902. Lizzie Hoffer, while alighting from car on Main street, Meriden, fell, receiving slight injuries.

May 10, 1902. Car collided with team at Hubbard Park, Meriden, slightly injuring M. E. Gear.

May 19, 1902. Frank Ralph, while jumping from moving car on Bristol street, Southington, was slightly injured.

June 5, 1902. Car collided with team on Main street, Meriden, slightly injuring Smith Pratt.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

WALTON CLARK,
President.

E. W. POOLE,
Assistant Treasurer.

STATE OF CONNECTICUT, }
FAIRFIELD COUNTY, } ss.

BRIDGEPORT, September 16, 1902.

Then personally appeared the above-named E. W. Poole, Assistant Treasurer of the Meriden, Southington & Compounce Tramway Company, and made oath that the foregoing certificate, by him subscribed, is true.

Before me,

CARRIE B. WILSON,
Notary Public.

COMMONWEALTH OF PENNSYLVANIA, }
CITY AND COUNTY OF PHILADELPHIA, } ss.

September 15, 1902.

Then personally appeared the above-named Walton Clark, President of the Meriden, Southington & Compounce Tramway Company, and made oath that the foregoing certificate, by him subscribed, is true.

Before me,

F. H. MAC MORRIS,
Notary Public.

THE MIDDLETOWN STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1902.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Middletown and branches in Middletown	Portland.	9.05	.875	9.925	Elec.
Total,		9.05	.875	9.925	

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.
\$200,000.00	\$135,000.00	\$150,000.00	\$5,800.00	\$29,298.73

Cost construction and equipment.	Cost of con- struction and equipment per mile of road owned.	Cost of con- struction per mile of road operated.	Gross earnings.
\$275,579.89	\$30,450.81	Not given.	\$40,113.81

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1902.—Continued.**

Gross earnings per mile operated.	Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.
\$4,432.46	.2135	\$27,787.77	\$3,070.47	.1479	\$12,326.04

Net earnings per mile operated.	Net earnings per mile run.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.
\$1,361.99	.0656	None.	\$7,458.07	\$1,584.62	\$14,917.12

Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passen- gers per mile of main track operated.	Number of paying passengers per mile run.	Number employees.
\$16,574.58	187,860.19	949,787	87,514	4.22	30

History.

Name of company making this report: The Middletown Street Railway Co.

Date of organization: Jan. 12, 1884.

Under laws of what State organized: Connecticut.

If a consolidated company, name the constituent companies :

Middletown Street Railway Company.

Portland " " "

Date and authority for each consolidation : January 29, 1898.

By vote of stockholders in each company.

Corporate Name and Address of the Company.

The Middletown Street Railway Co., 265 Main Street, Middletown, Conn.

Officers of the Company.

Names.	Title.	Residence.
E. W. Goss,	President,	Milford, Mass.
ABEL C. ALLISON,	Vice-President,	Middletown, Conn.
CHAS. H. CHAPMAN,	General Manager,	" "
JAS. K. GUY,	Treasurer and Secretary,	" "
CHAS. H. CHAPMAN,	Superintendent,	" "

Directors of the Company.

Names.	Residence.
S. HARRISON WAGNER,	New Haven, Conn.
CHAS. E. GRAHAM,	" "
OLIVER GILDERSLEEVE,	Portland, "
ELBERT W. GOSS,	Milford, Mass.
ABEL C. ALLISON,	Middletown, "
JAS. DONOVAN,	" "
JAS. K. GUY,	" "

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No. of shares.	Total par value.	
Authorized by charter,	8,000	\$200,000.00	Amt. of cash realized was not reported to the Treasurer.
Authorized by vote of company,	5,400	135,000.00	
Issued for actual cash,	5,400	135,000.00	
Issued on account of construction,			
Total amount issued,	5,400	\$135,000.00	.....

Grand total of Common and Preferred stock now outstanding, \$135,000.00.

Amount of stock held in Connecticut, \$85,500.00.

Total number of stockholders, 39.

Total number of stockholders in State of Connecticut, 26.

Funded Debt.

Description of Mortgages, Bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.
1st Mortgage,	Various.	20	\$200,000	\$150,000	\$150,000

INTEREST.

Rate.	When payable.	Accrued during year.
5%	May, June, November, and December.	\$7,500.00

Per mile of single track owned, 9.05 miles,	{ Capital stock issued,	\$14,917.12
	{ Funded debt issued,	16,574.58
	Total,	\$31,491.70

Construction and Equipment Accounts.

Item.	Expenditures during year charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1901.	Total cost to June 30, 1902.
Investment real estate,	\$500.00	.....	.....
Cars,	432.00	.....	.....
Electric equipment of cars,	450.00	.....	.....
Park construction,	1,344.53	.....	.....
Grand Total,	\$2,726.53	\$272,853.36	\$275,579.89
Cost of construction and equipment per mile of road owned, . . . .	.....	.....	\$27,665.39

Statement in Detail of Additions to Construction and Equipment during the Year.

Real estate purchased for park betterment,	\$500.00
New car and electric equipment,	882.00
New buildings, boat, and launch at park,	1,344.53
Total,	\$2,726.53

Income Account for Year ending June 30, 1902.

Gross earnings from operation,	\$40,113.81	
Less operating expenses (excluding all taxes),	27,787.77	
Net earnings from operation,		\$12,326.04
Gross income from all sources,		\$12,326.04
Deductions from income as follows, viz.:		
Taxes, { State,	1,584.62	
{ Other than above,	22.10	
Interest on funded debt,	7,275.00	
Interest on floating debt,	183.07	
Miscellaneous,		9,064.79
Net income from all sources,		3,261.25
Payments from Net Income as follows, viz.:		
Additions and betterments,		2,726.53
Surplus for year ending June 30, 1902,		\$5,987.78
Total surplus for year ending June 30, 1902,		\$5,987.78

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From Passengers:		
Cash fares,	\$36,100.82	
Ticket fares,	3,560.60	
From other sources:		
Mail,	332.04	
Boats,	120.35	
Total gross earnings,		\$40,113.81

Operating Expense Accounts.**MAINTENANCE.**

Way and Structures:		
Maintenance of track and roadway,	\$1,141.74	
Maintenance of electric line,	483.55	
Maintenance of buildings and fixtures,	361.67	
Equipment:		
Maintenance of electric plant,	55.46	
Maintenance of cars,	854.39	
Maintenance of electrical equipment of cars,	1,484.21	
Maintenance of miscellaneous equipment,	70.30	
Miscellaneous shop expenses,	21.20 —	4,472.52

TRANSPORTATION.

Operation of Power Plant:		
Hired power,	\$6,809.30	
Operation of Cars:		
Wages of conductors,	4,676.15	
Wages of motormen,	4,416.80	
Wages of car house employees,	762.50	
Car service supplies,	193.07	
Miscellaneous car service expenses,	47.93	
Cleaning and sanding track,	357.50	
Removal of snow and ice,	363.20 —	17,626.45

GENERAL.

Salaries of general officers,	\$1,450.04	
Salaries of clerks,	717.25	
Printing and stationery,	138.00	
Miscellaneous office expenses,	80.38	
Stable expenses,	186.96	
Advertising and attractions,	1,834.01	
Miscellaneous general expenses,	522.69	
Damages,	11.40	
Rent of land and buildings,	207.00	
Insurance,	541.07 —	5,688.80
Total operating expenses,		\$27,787.77

Operating cost, 69.27% of earnings (excluding taxes); operating cost, 73.28% of earnings (including taxes); operating cost, .1479 cents per car mile (excluding taxes).

Cash Statement.**Receipts:**

Cash on hand June 30, 1901,	\$464.34
Gross earnings from operation,	40,113.81
Bills payable,	4,479.94
	<u>\$45,058.09</u>

Disbursements:

Operating expenses,	\$27,787.77
Materials and supplies,	3,225.54
Taxes,	1,606.72
Interest,	7,458.07
Construction and equipment,	2,726.53
Bills payable,	2,070.00
C. H. Chapman, petty cash for trivial expenses,	25.00
Cash on hand June 30, 1902,	158.46
	<u>\$45,058.09</u>

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$272,853.36	Construction and Equip- ment,	\$275,579.89	\$2,726.53	.....
	Current assets, as follows:			
464.34	Cash on hand,	158.46	.....	305.88
55.00	Bills receivable,	25.00	.....	30.00
192.05	Prepaid insurance, . . . . .	.....	.....	192.05
1,267.26	Materials and supplies on hand,	3,225.54	1,958.28	.....
765.93	Insurance fund,	1,245.43	479.50	.....
.....	Liability insurance,	26.80	26.80	.....
16,530.32	Profit and loss,	13,269.07	.....	3,261.25
\$292,128.26	Grand Total,	\$293,530.19	\$5,191.11	\$3,789.18

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$135,000.00	Capital stock,	\$135,000.00	.....	.....
150,000.00	Funded debt,	150,000.00	.....	.....
	Current liabilities, as fol- lows:			
4,500.00	Loans and notes payable,	5,800.00	1,300.00	.....
2,628.26	Miscellaneous current lia- bilities,	2,730.19	101.93	.....
\$292,128.26	Grand Total,	\$293,530.19	\$1,401.93	.....

Traffic, Mileage, and Miscellaneous Statistics.

Complimentary,	23,588
Number of paying passengers carried,	792,000
Number of transfer passengers carried,	134,199
Total number passengers carried,	949,787
Number of paying passengers per mile of main track operated,	87,514
Number of transfer points,	2
Passenger car mileage,	187,860.19
Total car mileage,	187,860.19
Receipt per paying passenger,	\$.05
Receipt per total passengers carried, . . . . .	.042
Maximum speed, miles per hour,	15
Average number of employees (including officials) during year,	30
Aggregate amount of salaries and wages paid,	\$11,305.49
State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold: No commutation tickets sold.	

	Number.
Car houses,	3
Horses owned,	1
Number of vehicles,	3

Characteristics of Road and Equipment.

Track.	Miles owned.	Total miles operated.
Length of first main track,	9.050	9.050
Length of sidings and turnouts, . . . . .	.875	.875
Total computed as single track,	9.925	9.925

RAILS.

Name of rails, "T"; weight per yard, 50 lbs.; miles of steel, 9.925.
 Gauge of track, 4 feet 8½ inches.

PAVING.

Macadam,	Miles.
	All in city, about 2

Characteristics of Road and Equipment. — *Continued.***CARS, ETC.**

Cars, etc.	Total number.	Equipped with motors.	Vestibule, full.	Equipped with electric heaters.	Equipped with stoves.
Closed,	7	7	2	7	7
Open,	14	7	..	..	..
Freight,	2	..	..	..	..
Work,	1	..	..	..	..
Snow Plow,	2	..	..	..	..
Total,	26	14	2	7	7

Employees.	Number of.	Average number of hours on duty per day.	Wages per hour.
Conductors,	13	10 to 12	\$0.15
Motormen,	10	10 to 12	.15
Starters,	1	10	.20
Watchmen,	1	12	.15
Linemen,	1	10	.25
Electricians,	1	10	.25
Machinists and mechanics,	2	10	.25

List of All Accidents during Year ending June 30, 1902.

None.

Amount paid for injuries and damages caused by accidents —

Paid by the Company from insurance fund, \$1,140.00

Statement of Each Accident in Detail.

No injuries to persons during year.

Damages paid for injuries to wagons.

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

ABEL C. ALLISON,
Vice-President.

JAMES K. GUY,
Treasurer.

1902.]

MIDDLETOWN STREET RAILWAY COMPANY.

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STATE OF CONNECTICUT, {
COUNTY OF MIDDLESEX, } ss.

MIDDLETOWN, September 10, 1902.

Then personally appeared the above-named Abel C. Allison, Vice-President, and James K. Guy, Treasurer, of The Middletown Street Railway Co., and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

EDWARD H. WILKINS,

Notary Public.

MONTVILLE STREET RAILWAY CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1902.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Norwich	New London.	10.463	.204	10.667	Elec.

Capital authorized by charter.	Stock issued.	Bonds issued.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.	Cost construction.
\$300,000.00	\$250,000.00	\$250,000.00	\$46,873.53	\$432,150.13

Cost equipment.	Cost of construction and equipment per mile of road owned.	Cost of construction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.
\$78,944.26	\$48,847.78	\$41,302.69	\$89,760.88	\$8,578.88

Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.
\$.3923	\$47,809.28	\$4,569.36	\$.2089	\$41,951.60

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1902.—Continued.**

Net earnings per mile operated.	Net earnings per mile run.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.
\$4,009.51	.1833	\$15,000.00	\$12,500.00	\$4,600.00	\$23,893.73

Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number employees.
\$23,893.73	228,760.42	1,521,901	113,819	6,582	22

Accidents.

	Killed.	Injured.
Passengers,	3
Other persons,	1
Total,	4

History.

Name of company making this report: Montville Street Railway Company.

Date of organization: December 20, 1890.

Under laws of what State organized: Connecticut.

Corporate Name and Address of the Company.

The Montville Street Railway Company, Norwich, Conn.; Treasurer's Office, 53 State St., Boston, Mass.

Officers of the Company.

Names.	Title.	Residence.
WM. A. TUCKER,	President,	Boston, Mass.
P. L. SALTONSTALL,	Treasurer,	" "
W. A. BRISCOE,	Secretary,	Norwich, Conn.
W. L. ADAMS,	Superintendent,	" "

Directors of the Company.

Names.	Residence.
WM. A. TUCKER,	Boston, Mass.
P. L. SALTONSTALL,	" "
B. P. LEARNED,	New London, Conn.
WALTER LEARNED,	" "
C. W. COMSTOCK,	Montville, "
W. A. BRISCOE,	Norwich, "
STILMAN F. KELLEY,	No. Cambridge, Mass.

Capital Stock.

	COMMON.		Cash realized on amount issued.	DIVIDEND DURING YEAR.	
	No. of shares.	Total par value.		Rate.	Amount.
Authorized by charter,	3,000	\$300,000.00	.....	.....	.....
Authorized by vote of Co.,	2,500	250,000.00	.....	.....	.....
Issued for actual cash,	2,500	250,000.00	\$250,000.00	6%	\$15,000.00
Total amount issued,	2,500	\$250,000.00	\$250,000.00	.....	\$15,000.00

Grand total of Common and Preferred Stock now outstanding, \$250,000.00.

Amount of stock held in Connecticut, \$7,200.00.

Total number of stockholders, 23.

Total number of stockholders in State of Connecticut, 5.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount out- standing.	Cash realized on amount issued.
1st Mortgage, .	May 1, 1900	20	\$350,000	\$250,000	\$250,000	\$250,000

Funded Debt. — Continued.**INTEREST.**

Rate.	When payable.	Accrued during year.
5 per cent.	May and November.	\$12,500.00

Per mile of single track owned, 10.463 miles,	Capital stock issued,	\$23,893.73
	Funded debt issued,	23,893.73
Total,		\$47,787.46

Construction and Equipment Accounts.

Item.	Expenditures during year charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1901.	Deductions during the year.	Total cost to June 30, 1902.
Engineering and legal expenses,		\$18,000.00	\$18,000.00	.....
Track and roadway construction,	\$8,030.13	201,969.87		\$210,000.00
Electric line construction,		55,030.00		55,030.00
Real estate used in operation of road,				
Buildings and fixtures used in operation of road,	4,620.13	79,500.00		84,120.13
Power plant equipment,	4,000.00	79,000.00		83,000.00
Cars,				
Electric equipment of cars,	1,698.30	70,676.00		72,374.30
Miscellaneous,	3,409.70	3,160.26		6,569.96
Grand Total,	\$21,758.26	\$507,336.13	\$18,000.00	\$511,094.39
Cost of construction and equipment per mile of road owned,				\$48,847.78

Statement in detail of additions to Construction and Equipment during the Year.

Electric equipment "Broster Set,"	\$1,600.00
Miscellaneous construction items,	1,558.26
Power plant sundries,	600.00
Total,	\$3,758.26

Income Account for Year ending June 30, 1902.

Gross earnings from operation,	\$89,760.88	
Less operating expenses (excluding all taxes),	47,809.28	
Net earnings from operation,		\$41,951.60
Income from other sources as follows, viz.:		
Interest on deposits,	\$276.55	\$276.55
Gross income from all sources,		\$42,228.15
Deductions from income as follows, viz.:		
Taxes, State,	\$4,600.00	
Interest on funded debt,	12,500.00	17,100.00
Net income from all sources,		\$25,128.15
Payments from net income as follows, viz.:		
Dividends declared, 6% on \$250,000 common stock,	\$15,000.00	15,000.00
Sinking fund,		15,000.00
Surplus for year ending June 30, 1902,		\$10,128.15
Adjustment power account from previous year,	\$325.00	
Total surplus for year ending June 30, 1902,		\$9,803.15

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From passengers :		
Ticket fares,	\$75,883.85	
From other sources :		
Mail,	380.80	
Advertising,	400.00	
Sale of power,	13,096.23	
Total gross earnings,		\$89,760.88

Operating Expense Accounts.**MAINTENANCE.**

Way and Structures :		
Maintenance of track and roadway,	\$3,552.26	
Maintenance of electric line,	196.77	
Maintenance of buildings and fixtures,	86.79	
Equipment :		
Maintenance of steam plant,	585.75	
Maintenance of electric plant,	39.05	
Maintenance of cars,	1,153.73	
Maintenance of electrical equipment of cars,	2,867.80	
Miscellaneous shop expenses, tools,	21.47—	\$8,503.62

TRANSPORTATION.

Operation of Power Plant :

Power plant wages,	\$3,755.13
Fuel for power,	10,627.79
Lubricants and waste for power plant,	305.30
Hired power,	4,069.84

Operation of Cars :

Wages of conductors, }		
Wages of motormen, }		6,515.08
Wages of other employees,		2,756.68
Miscellaneous car service expenses, trackage and transfers,		2,346.98
Removal of snow and ice,	286.07—	30,662.87

GENERAL.

Salaries of general officers,	\$1,799.94	
Printing and stationery,	229.86	
Advertising and attractions,	2,270.90	
Damages,	581.15	
Other legal expenses,	50.00	
Insurance,	3,710.94—	\$8,642.79
Total operating expenses,		\$47,809.28

Operating cost, 53.26% of earnings (excluding taxes); operating cost, 58.38% of earnings (including taxes); operating cost, .2089 cents per car mile (excluding taxes).

Cash Statement.

Receipts :

Cash on hand June 30, 1901,	\$7,734.50
Gross earning from operation,	89,760.88
Income from other sources,	276.55
Bills payable,	3,870.25
Bills receivable, last report,	1,791.27
Material and supplies sold,	1,998.03
	<u>\$105,431.48</u>

Disbursements :

Operating expenses,	\$47,809.28
Taxes,	4,600.00
Interest,	12,500.00
Dividends,	15,000.00
Construction and equipment,	3,758.26
Bills payable, last report,	8,045.82
Accounts receivable,	3,875.68
Adjustment, power, etc., from last year,	325.00
Cash on hand June 30, 1902,	9,517.44
	<u>\$105,431.48</u>

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets	Total, June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$507,336.13	Construction and Equip't,	\$511,094.39	\$3,758.26	.....
	Current assets, as follows:			
7,734.50	Cash on hand, . . .	9,517.44	1,782.94	.....
1,791.27	Bills receivable, . . .	1,648.12	.....	\$143.15
1,998.03	Materials and supplies on hand,	2,227.56	229.53	.....
\$518,859.93	Grand Total, . . .	\$524,487.51	\$5,770.73	\$143.15

T June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year end'g June 30, 1902.
\$250,000.00	Capital stock,	\$250,000.00	.....	.....
250,000.00	Funded debt,	250,000.00	.....	.....
	Current liabilities as follows:			
4,401.01	Miscellaneous current lia- bilities, . . . . .	.....	.....	\$4,401.01
	Accrued liabilities:			
2,083.34	Interest accrued and not yet due,	2,083.34	.....	.....
1,150.00	Taxes accrued and not yet due,	1,125.00	.....	25.00
411.47	Miscellaneous accrued liabilities,	661.91	\$250.44	.....
10,814.11	Profit and loss,	20,617.26	9,803.15	.....
\$518,859.93	Grand Total,	\$524,487.51	\$10,053.59	\$4,426.01

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	1,505,837
Number of transfer passengers carried,	16,064
Total number passengers carried,	1,521,901
Number of paying passengers per mile of main track operated,	113,819
Passenger car mileage,	227,682
Chartered car mileage,	1,078.30
Total car mileage,	228,760
Receipt per paying passenger,	\$.05
Receipt per total passengers carried, . . . . .	.49
Maximum speed, miles per hour,	17
Average number of employees (including officials) during year,	22
State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rate sold. No tickets sold at reduced rates.	

	Number.
Power house,	1
Car house,	1

Other articles of equipment, viz.:

Tower wagon,	1
Work car,	1

Steam railroad crossings at grade unprotected (spur track),	1
---	---

Track.	Miles owned.	Miles operated under trackage rights.	Total miles operated.
Length of first main track,	10.463	2.767	13.230
Length of sidings and turnouts, . . . . .	.204	.075	.279
Total computed as single track,	10.567	2.842	13.509

RAILS.

"T," weight per yard, 60 pounds ; 10.667 miles, steel.

Gauge of track, 4 feet 8½ inches.

PAVING.

Macadam,	1.278 miles.
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CARS, ETC.

Cars.	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, full.	Equipped with air brake.	Double track.	Equipped with electric heater .
Closed cars,	6	4	12	6	6	6	6
Open cars,	8	8	16	..	8	8	..
Work cars,	1	..	..	..	..	..	..
Snow plows,	3	..	..	..	..	..	..
Total,	18	12	8	6	14	14	6

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	8½	\$1.75 for 10 h.
Motormen,	8½	1.75 for 10 h.
Starters,	10	1.75 for 10 h.
Watchmen,	10	1.75 for 10 h.
Roadmen,	10	1.50 for 10 h.
Engineers,	9	2.45 and 2.95
Firemen,	10	2.00
Electricians,	10	2.25
Machinists and mechanics,	10	1.75

List of Accidents During the Year ended June 30, 1902.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	1	..	2	..	3
Employees,
Other persons,	1	..	1
Total,	1	..	3	..	4

Statement of Each Accident in Detail.

Sept. 8, 1901. Thames street, man standing on running board, leaned out and struck by pole. Side bruised. No bones broken.

Oct. 23, 1901. At Uncasville, life guard struck man who was intoxicated and lying in grass by side of track. Small cut on head.

Nov. 8, 1901. At Thamesville, man jumped from car before it came to a stop. Sprained his wrist and bruised his side.

May 21, 1902. At New London, woman slipped from running board as the car started. Side bruised.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

WM. A. TUCKER,
President.

PHILIP L. SALTONSTALL,
Treasurer.

STATE OF MASSACHUSETTS, }
COUNTY OF SUFFOLK, } ss.

Boston, September 8, 1902.

Then personally appeared the aboved-named Wm. A. Tucker, President, and Philip L. Saltonstall, Treasurer, of The Montville Street Railway Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

DANIEL P. SNOW,
Justice of the Peace.

NEWINGTON TRAMWAY COMPANY.

HARTFORD, CONN., SEPTEMBER 13, 1902.

The lands, road bed, overhead line, etc., of this company having been sold July 8, 1897, to the Hartford Street Railway Company and the Central Railway & Electric Company of New Britain, it has only eight dollars (\$8.00) of stock liabilities, and has practically gone out of business.

The cost of road, equipment, etc., is represented in the annual returns of the Hartford Street Railway Company and the Connecticut Railway and Lighting Company.

History.

Name of company making this report: Newington Tramway Company.

Date of organization: June 27, 1895.

Under laws of what State organized: Connecticut.

Corporate Name and Address of the Company.

Newington Tramway Company, 111-127 State Street, Hartford, Conn.

Officers of the Company.

Names.	Title.	Residence.
F. G. PLATT,	President,	New Britain, Conn.
D. R. HOWE,	Treasurer,	Hartford, "
D. R. HOWE,	Secretary,	" "

Directors of the Company.

Names.	Residence.
F. G. PLATT,	New Britain, Conn.
C. H. NEWELL,	Lynn, Mass.
E. S. GOODRICH,	Hartford, Conn.
S. G. DUNHAM,	" "
D. R. HOWE,	" "
ATWOOD COLLINS,	" "
JOHN S. BARTLETT,	Lynn, Mass.,

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

DANIEL R. HOWE,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF HARTFORD, } ss.

HARTFORD, September 15, 1902.

Then personally appeared the above-named Daniel R. Howe, Treasurer of Newington Tramway Company, and made oath that the foregoing certificate, by him subscribed, is true.

Before me,

ELMER M. WHITE,
Notary Public.

NEW LONDON STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation Year ending June 30, 1902.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Parade	{ Parade. Ocean Beach. }	7.581	.492	8.073	Elec.
Total,		7.581	.492	8.073	

Capital authorized by charter.	Stock issued.	Bonds issued.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.	Cost construction.	Cost equipment.
\$500,000.00	\$250,000.00	\$140,000.00	\$48,309.18	\$240,944.86	\$168,259.29

Cost of construc- tion and equipment per mile of road owned.	Cost of construc- tion per mile of road operated.	Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.
\$53,977.59	\$31,782.73	\$70,167.99	\$9,823.32	.2885

Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.	Net earnings per mile operated.
\$40,730.70	\$5,702.18	.1673	\$29,437.29	\$4,121.14

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1902. — Continued.**

'Net earnings per mile run.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.
.1212	\$12,500.00	\$6,999.70	\$4,200.00	\$32,977.18	\$18,467.22

Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number of employees.
243,209.06	1,475,053	154,914	4.828	40

History.

Name of company making this report : New London Street Railway Company.

Date of organization : March 7, 1888.

Under laws of what State organized : Connecticut.

Coporate Name and Address of the Company.

New London Street Railway Company, New London, Conn. Treasurer's office,
53 State Street, Boston.

Officers of the Company.

Names.	Title.	Residence.
WALTER LEARNED,	President,	New London, Conn.
WILLIAM A. TUCKER,	Treasurer,	Boston, Mass.
WALTER LEARNED,	Secretary,	New London, Conn.
LORENZO BENTLY,	Superintendent,	" "

Directors of the Company.

Names.	Residence.
WALTER LEARNED,	New London, Conn.
BILLINGS P. LEARNED,	" "
JAMES HISLOP,	" "
AUGUSTUS BRANDEGEE,	" "
HORACE C. LEARNED,	" "
WILLIAM A. TUCKER,	Boston, Mass.
WILLIAM F. BELCHER,	New London, Conn.

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No. of Shares.	Total par value.	
Authorized by charter,	5,000	\$500,000.00	.....
Authorized by vote of company, . .	2,500	250,000.00	.....
Issued for actual cash,	2,500	250,000.00	\$250,000.00
Total amount issued,	10,000	\$250,000.00	\$250,000.00

Grand total of Common and Preferred Stock now outstanding, \$250,000.00.
Amount of stock held in Connecticut, \$68,300.00. Total number of stockholders, 80. Total number of stockholders in State of Connecticut, 36.

Dividend during year, \$12,500.00; rate, 5%.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
First Mortgage,	Oct., '93	30	\$150,000.00	\$140,000.00	\$140,000.00	\$140,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	April and October.	\$6,999.70

Per mile of single track owned, 7.581 miles,	{	Capital Stock issued,	\$32,977.18
		Funded Debt issued,	18,467.22
		Total,	\$51,444.40

Construction and Equipment Accounts.

Item.	Expenditures during year, charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1901.	Total cost to June 30, 1902.
Track and roadway construction,	\$1,006.47	\$140,386.89	\$141,393.36
Electric line construction,	211.08	72,421.26	72,632.34
Real estate used in operation of road,	600.00	13,734.00	14,324.00
Buildings and fixtures used in operation of road, . . . . .	.....	12,595.16	12,595.16
Power plant equipment, . . . . .	.....	76,329.60	76,329.60
Cars and electric equipment of cars,	3,009.45	88,635.64	91,645.09
Miscellaneous, horses, . . . . .	.....	180.00	180.00
Office furniture,	8.23	96.37	104.60
Grand Total,	\$4,835.23	\$404,368.92	\$409,204.15
Cost of Construction and Equipment per mile of road owned, . . . . .	.....	.....	53,977.59

Statement in Detail of Additions to Construction and Equipment During the Year.

Additions to track,	\$1,006.47
Additions to overhead system,	211.08
New land,	600.00
Additional cars and equipment,	3,009.45
Office furniture,	8.23
Total,	\$4,835.23

Income Account for Year ending June 30, 1902.

Gross earnings from operation,	\$70,167.99
Less operating expenses (excluding all taxes),	40,730.70
Net earnings from operation,	\$29,437.29
Income from other sources, as follows, viz. :	
Advertising,	\$421.60
Rent of land and buildings,	273.00
Rent of tracks and terminals,	892.59 — 1,587.19
Interest on deposits,	390.65
Miscellaneous, Adj. power account last year,	325.00
Gross income from all sources,	\$31,740.13
Deductions from income as follows, viz. :	
Taxes, State,	\$4,200.00
Interest on funded debt,	6,999.70
	11,199.70
Net income from all sources,	\$20,540.43

Payments from net income, as follows, viz.:

Dividends declared, 5% on \$250,000, common,	\$12,500.00	
Surplus for year ending June 30, 1902,		\$8,040.43
Debits to profit and loss account during the year:		
Bonus to employees,	\$270.00	
Net amount debited to profit and loss,		270.00
Total surplus for year ending June 30, 1902,		\$7,770.43

Detailed Statement of Rentals of Leased Lines.

	Total amount of rental paid by lessee.
The Montville Street Railway Co.,	\$892.59

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers:

Cash fares,	}	\$66,039.55
Ticket fares,		
Chartered cars,		

From other sources:

Power,	4,085.64
Transfers,	42.80

Total gross earnings, \$70,167.99

Operating Expense Accounts.

MAINTENANCE.

Way and structures:

Maintenance of track and roadway,	\$3,977.77
Maintenance of electric line,	1,026.01
Maintenance of buildings and fixtures,	77.93

Equipment:

Maintenance of steam plant,	379.15
Maintenance of electric plant,	61.04
Maintenance of cars,	2,040.89
Maintenance of electrical equipment of cars,	1,570.59 — 9,133.38

TRANSPORTATION.

Operation of power plant:

Power plant wages,	\$3,155.65
Fuel for power,	7,487.43
Water for power,	360.00
Lubricants and waste for power plant,	226.65

Operation of cars:

Wages of conductors,	}	12,468.54
Wages of motormen,		
Wages of other employees,		1,407.94
Car service supplies,		96.03
Removal of snow and ice,		135.06 — 25,337.30

GENERAL.

Salaries of general officers,	\$2,745.82	
Printing and stationery,	246.80	
Stable expenses,	168.36	
Miscellaneous general expenses,	1,852.93	
Damages,	108.10	
Insurance,	1,138.01	\$6,260.02
Total operating expenses,		\$40,730.70

Operating cost, 58.04% of earnings (excluding taxes); operating cost, 64.03% of earnings (including taxes); operating cost, .167 cents per car mile (excluding taxes).

Cash Statement.

Receipts:

Cash on hand June 30, 1901,	\$8,515.56
Gross earnings from operation,	70,167.99
Income from other sources,	2,302.84
Bills payable,	12,453.26
Accounts receivable, last report,	621.97
	<u>\$94,061.62</u>

Disbursements:

Operating expenses,	\$40,730.70
Taxes,	4,200.00
Interest,	6,999.70
Dividends,	12,500.00
Construction and equipment,	4,835.23
Bills payable, last report,	11,028.66
Bills receivable,	660.85
Bonus to employees,	270.00
Cash on hand June 30, 1902,	<u>12,836.48</u>
	\$94,061.62

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$404,368.92	Construction and equip- ment,	\$409,204.15	\$4,835.23	.....
8,515.56	Current assets, as follows:			
621.97	Cash on hand,	12,836.48	4,320.92	.....
	Bills receivable,	660.85	38.88	.....
\$413,506.45	Total,	\$422,701.48	\$9,195.03	.....

Comparative General Balance Sheet. — *Continued.*

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$250,000.00	Capital stock,	\$250,000.00	.....	.....
140,000.00	Funded debt,	140,000.00	.....	.....
	Accrued liabilities:			
1,750.05	Interest accrued and not yet due,	1,749.75	.....	\$0.30
822.20	Taxes accrued and not yet due,	1,620.00	\$797.80	.....
8,456.41	Miscellaneous accrued lia- bilities,	9,083.51	627.10	.....
12,477.79	Profit and loss,	20,248.22	7,770.43	.....
\$413,506.45	Total,	\$422,701.48	\$9,195.33	\$0.30

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	1,174,405
Number of transfer passengers carried,	248,623
Total number of passengers carried,	1,475,053
Number of paying passengers per mile of main track owned,	154,914
Passenger car mileage,	243,209.06
Receipt per paying passenger, . . . . .	.0563
Receipt per total passengers carried, . . . . .	.0464
Maximum speed, miles per hour,	12
Average number of employees (including officials) during year,	40
State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold: Children, school ticket books, 25 tickets for \$1.00 and a rebate of 25 cents for the covers, making tickets for children 3 cents, good only on school days.	

	Number.
Power houses,	1
Car houses,	1
Horses owned,	1
Number of vehicles,	3
Other articles of equipment, viz.:	
Walkaway scraper,	1
Steam railroad crossings over grade,	1

Characteristics of Road and Equipment.

Track.	Miles owned.	Miles leased.	Total miles operated.
Length of first main track,	6.265	.438	5.827
Length of second main track,	1.316	.....	1.316
Total miles owned,	7.581	.438	7.143
Length of sidings and turnouts, . . . . .	.492	.....	.492
Total computed as single track,	8.073	.438	7.635

RAILS.

"T" ; weight per yard, 48 lbs. ; steel (miles of), 8.073.

Gauge of track, 4 ft. 8½ in.

PAVING.

	Miles.
Belgium block, . . . . .	.770
Macadam,	3.485
Total,	4.255

CARS, ETC.

	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, half.	Double truck.	Equipped with electric heaters.
Closed cars,	7	6	14	7	..	7
Open cars,	18	18	36	..	2	..
Snow plows,	2	2	..	..	..	..
Total,	27	26	50	7	2	7

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	9	\$1.75
Motormen,	9	1.75
Starters,	9	1.75
Watchmen,	9	1.75
Roadmen, . . . . .	..	1.50
Linemen,	10	2.00
Engineers,	10	2.29 to 2.86
Firemen,	12	1.75
Electricians,	10	2.00
Machinists and mechanics,	10	2.20

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

WALTER LEARNED,
President.

WM. A. TUCKER,
Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF NEW LONDON, } ss.

NEW LONDON, September 9, 1902.

Then personally appeared the above-named Walter Learned, and made oath that the foregoing certificate, by him subscribed, is true.

Before me,

GEORGE WHITTLESEY,
Notary Public.

COUNTY OF SUFFOLK, — ss.

[BOSTON, September 10, 1902.

Then personally appeared the above-named Wm. A. Tucker, and made oath that the foregoing certificate, by him subscribed, is true.

Before me,

DANIEL P. SNOW.

NORWICH STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1902.

DESCRIPTION OF LINES.		Length of main tracks	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Baltic	Franklin Square	8.375	.341	8.716	Electricity
Yantic	" "	4.883	.309	5.192	
Backus Corner	" "	1.770	.....	1.770
Thamesville	" "	1.070	.....	1.070
Laurel Hill	" "	.906	.....	.906
Total,		17.004	.650	7.654

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and floating debt per mile of road operated, includ- ing sidings.
\$600,000.00	\$250,000.00	\$350,000.00	\$38,000.00	\$36,139.12

Cost construction.	Cost equipment.	Cost of con- struction and equip- ment per mile of road owned.	Cost of con- struction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.
\$554,587.27	\$121,464.75	\$39,758.41	\$32,615.11	\$109,814.99	\$6,458.20

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1902. — Continued.**

Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.
.2736	\$66,661.19	\$3,920.32	.1661	\$43,153.80

Net earnings per mile operated.	Net earnings per mile run.	Dividends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.
\$2,537.88	.1075	\$11,250.00	\$18,695.17	\$5,200.00	\$14,702.39

Bonds issued per mile of road owned.	Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passen- gers per mile run.	Number of employees.
\$20,583.38	401,323.79	2,528,198	128,607	5.44	55

Accidents.

	Killed.	Injured.
Passengers, . . . . .	..	2
Employees, . . . . .	..	0
Other persons, . . . . .	..	2
Total,	0	4

History.

Name of company making this report: Norwich Street Railway Company.

Date of organization: 1832.

Under laws of what state organized: Connecticut.

Corporate Name and Address of the Company.

Norwich Street Railway Company. Treasurer's office, 53 State Street, Boston, Mass.

Officers of the Company.

Names.	Title.	Residence.
BILLINGS P. LEARNED,	President,	New London, Conn.
WM. A. TUCKER,	Treasurer,	Boston, Mass.
W. L. ADAMS,	Secretary,	Norwich, Conn.
W. L. ADAMS,	Superintendent,	“ “

Directors of the Company.

Names.	Residence.
BILLINGS P. LEARNED,	New London, Conn.
WALTER C. NOYES,	" " "
COSTELLO LIPPITT,	Norwich, Conn.
STEPHEN B. MEECH,	" "
ASA BACKUS,	" "
W. A. BRISCOE,	" "
WM. A. TUCKER,	Boston, Mass.

Capital Stock.

	COMMON.		Cash realized on amount issued.	DIVIDEND DURING YEAR.	
	No. of shares.	Total par value		Rate.	Amount.
Authorized by charter, .	6,000	\$600,000.00	.....	4½%	.....
Authorized by vote of Co.,	2,500	250,000.00	.....	.....	\$11,250.00
Issued for actual cash, .	2,500	250,000.00	\$250,000.00	.....	.....
Total amount issued,	2,500	\$250,000.00	\$250,000.00	.....	\$11,250.00

Grand total of common and preferred stock now outstanding, \$250,000.00.

Amount of stock held in Connecticut, \$11,000.00.

Total number of stockholders, 60.

Total number of stockholders in State of Connecticut, 7.

Funded Debt.

Description of mortgages, bonds, etc.	Date of Issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
First mtge.,	Oct. 1, 1893	30	\$350,000.00	\$350,000.00	\$350,000.00	\$350,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	April and October.	\$17,500.00

Per mile of single track owned, 17.004 miles,	{ Capital stock issued,	\$14,702.39
	{ Funded debt issued,	20,583.38
Total, . . .		\$35,285.77

Construction and Equipment Accounts.

Item.	Charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1901.	Total cost to June 30, 1902.
Track and roadway construction, . .	\$20,586.35	\$364,645.89	\$385,232.24
Electric line construction,	82.59	144,982.04	145,064.63
Real estate used in operation of road, . . . . .	.....	9,525.00	9,525.00
Buildings and fixtures used in operation of road, . . . . .	.....	13,765.40	13,765.40
Investment real estate, Sachem Park, . . . . .	.....	1,000.00	1,000.00
Cars, . . . . .	.....	.....	.....
Electric equipment of cars,	7,028.75	114,186.00	121,214.75
Miscellaneous equipment, horses, . . . . .	.....	250.00	250.00
Grand Total,	\$27,697.69	\$648,354.33	\$676,052.02
Cost of construction and equipment per mile of road owned, . . . . .	.....	.....	39.758.41

Statement in Detail of Additions to Construction and Equipment during the Year.

Relaying track with heavier rails,	\$20,586.35
Addition to overhead system,	82.59
New cars and equipment,	7,028.75
Total,	\$27,697.69

Income Account for the Year ending June 30, 1902.

Gross earnings from operation,	\$109,814.99
Less operating expenses (excluding all taxes),	66,661.19
Net earnings from operation,	\$43,153.80
Income from other sources as follows, viz.:	
Advertising,	\$609.64
Miscellaneous, Trackage,	1,386.84
Gross income from all sources,	\$45,150.28
Deductions from income as follows, viz.:	
State taxes,	5,200.00
Interest on funded debt,	17,500.00
Interest on floating debt,	1,195.17
Miscellaneous,	23,895.17
Net income from all sources,	\$21,255.11
Payments from net income as follows, viz.:	
Dividends declared, 4½% on \$250,000.00 common stock,	11,250.00
Surplus for year ending June 30, 1902,	\$10,005.11
Total surplus for year ending June 30, 1902,	\$10,005.11

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From Passengers:				
Cash fares,	}			
Ticket fares,				
Chartered cars,				
From other sources: Mail,		.	.	473.24
Total gross earnings,		.	.	\$109,814.99

Operating Expense Accounts.

MAINTENANCE.

Way and Structures:				
Maintenance of track and roadway,	.	.		\$6,781.54
Maintenance of electric line,	.	.		1,180.43
Maintenance of buildings and fixtures,	.	.		639.98
Equipment:				
Maintenance of cars,	.	.		3,062.84
Maintenance of electrical equipment of cars,	.	.		5,095.22 — 16,760.01

TRANSPORTATION.

Operation of power plant:				
Hired power,	.	.		\$13,096.23
Operation of cars:				
Wages of conductors and motormen,	.	.		23,419.48
Wages of other employees,	.	.		2,597.99
Removal of snow and ice,	.	.		774.32 — 39,888.02

GENERAL.

Salaries of general officers,	.	.		\$2,899.96
Printing and stationery,	.	.		313.34
Stable expenses,	.	.		750.55
Miscellaneous general expenses,	.	.		3,440.89
Damages,	.	.		74.78
Rent of land and buildings,	.	.		455.04
Insurance,	.	.		2,078.60 — 10,013.16
Total operating expenses,	.	.		\$66,661.19

Operating cost of earnings, 60.70% (excluding taxes); operating cost, 65.44% of earnings (including taxes); operating cost, .1661 cents per car mile (excluding taxes).

Cash Statement.

Receipts:

Cash on hand June 30, 1901,	\$2,788.60
Gross earnings from operation,	109,814.99
Income from other sources,	1,996.48
Bills payable,	55,652.77
Bills receivable, last report,	390.00
	<hr/>
	\$170,642.84

Disbursements:

Operating expenses,	\$66,661.19
Taxes,	5,200.00
Interest,	18,695.17
Dividends,	11,250.00
Construction and equipment,	27,697.69
Bills payable, last report,	36,937.99
Bills receivable,	354.80
Cash on hand June 30, 1902,	3,846.00
	<hr/>
	\$170,642.84

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$648,354.33	Construction and equip- ment,	\$676,052.02	\$27,697.69	.....
	Current assets, as follows:			
2,788.60	Cash on hand,	3,846.00	1,057.40	.....
390.00	Bills receivable,	354.80	.....	\$35.20
\$651,532.93	Total,	\$680,252.82	\$28,755.09	\$35.20

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$250,000.00	Capital stock,	\$250,000.00	.....	.....
350,000.00	Funded debt,	350,000.00	.....	.....
	Current liabilities, as follows:			
16,000.00	Loans and notes payable,	38,000.00	\$22,000.00	.....
16,563.00	Miscellaneous current li- abilities,	13,277.78	.....	\$3,285.22
	Accrued liabilities:			
4,374.99	Interest accrued and not yet due,	4,374.99	.....	.....
14,594.94	Profit and loss,	24,600.05	10,005.11	.....
\$651,532.93	Total,	\$680,252.82	\$32,005.11	\$3,285.22

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	2,186,833
Number of transfer passengers carried,	341,365
Total number passengers carried,	2,528,198
Number of paying passengers per mile of main track operated,	128,607
Number of transfer points,	5
Passenger car mileage,	401,323.79
Total car mileage,	401,323.79
Receipt per paying passenger,	\$0.05
Receipt per total passengers carried,	\$0.043
Maximum speed, miles per hour,	9.44
Average number of employees (including officials) during year,	65
State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold: None sold.	

Number.

Car houses,	2
Horses owned,	3
Number of vehicles: 1 express wagon, 1 Concord wagon, 1 sleigh.	

Other articles of equipment, viz.:

- 1 horse snow-plow.
- 2 levelers.
- 1 tower wagon.
- 1 double dump-cart.
- 1 single dump-cart.
- 3 trail cars.

Steam railroad crossings at grade protected by gates, flagmen, or crossing alarm,

1

Characteristics of Road and Equipment.

Track.	Miles owned.	Total miles operated.
Length of first main track,	17.004	17.004
Length of sidings and turnouts, . . . . .	.650	.650
Total computed as single track,	17.654	17.654

Characteristics of Road and Equipment. — *Continued.*

RAILS.

Name of.	Weight per yard.	Steel (miles of).
"T",	48 and 60	17.224
Girder Tram,	90	.430
Total miles of, . . . . .	.....	17.654

Gauge of track, 4 feet 8½ inches.

PAVING.

	Miles.
Belgium block, . . . . .	.531
Macadam,	10.083
Total,	10.614

CARS, ETC.

Cars, etc.	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, full.	Vestibule, half.	Equipped with other power brakes.	Double truck.	Equipped with electric heaters.
Closed,	19	9	38	4	15	4	..	19
Open,	18	18	36	..	..	..	4	..
S. Plows,	3	1	..	..	..	..	..	..
Total,	40	28	74	4	15	4	4	19

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	8	\$1.75
Motormen,	8	1.75
Starters,	10	2.00
Watchmen,	10	1.85
Roadmen,	10	1.50
Linemen,	10	2.25
Electricians,	10	2.50
Machinists and mechanics,	10	1.75

List of all Accidents during Year ended June 30, 1902.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	2	..	2
Employees,
Other persons,	1	..	1	..	2
Total,	1	..	3	..	4

Statement of Each Accident in Detail.

Aug. 25, 1901. At Taftville, man stepped from car after it had been started. He fell, striking on his hands and injured a thumb.

Dec. 10, 1901. Man intoxicated, staggered in front of car. Man knocked down and badly bruised. No bones broken.

Jan. 11, 1902. Man standing on rear platform was thrown from car as it entered a curve. One rib broken.

Jan. 31, 1902. Man at Norwich town drove horse in front of car. Man thrown from wagon seat and bruised. Under influence of liquor.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

BILLINGS P. LEARNED,
President.
WM. A. TUCKER,
Treasurer.

STATE OF CONNECTICUT, }
NEW LONDON COUNTY, } ss.

NEW LONDON, Sept. 9, 1902.

Then personally appeared the above-named Billings P. Learned and made oath that the foregoing certificate, by him subscribed, is true.

Before me, GEORGE WHITTLESEY,
Notary Public.

COUNTY OF SUFFOLK, — ss.

BOSTON, MASS., Sept. 10, 1902.

Then personally appeared the above-named Wm. A. Tucker and made oath that the foregoing certificate by him subscribed, is true.

Before me, DANIEL K. SNOW,
Notary Public.

THE PEOPLE'S TRAMWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1902.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Electric motive power.
From	To				
Danielson	North Grosvenordale.	15.939	.500	16.439	

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and floating debt per mile of road operated, including sidings.	Cost of construction.
\$400,000.00	\$400,000.00	\$600,000.00	\$26,516.96	\$62,444.00	Road under construction.

Cost equipment.	Cost of construction and equipment per mile of road owned.	Cost of construction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.
\$1,025,000 paid to contractors.	\$64,307.67	Not given.	\$60,032.00	\$3,766.36

Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.
.156	\$44,648.29	\$2,801.20	.116	\$15,383.71

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1902. — Continued.**

Net earnings per mile operated.	Net earnings per mile run.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.
\$965.16	.04	\$15,000.00	\$5,658.00	\$25,095.67	\$37,643.51

Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number employees.
332,582.12	1,180,918	73,964.42	3.08	45

Accidents.

	Killed.	Injured.
Passengers,	0	7
Other persons,	1	5
Total,	1	12

History.

Name of company making this report : The People's Tramway Company.

Date of organization : Chartered June 30, 1893. Organized April 26, 1898.

Under laws of what state organized : State of Connecticut.

Special acts of Connecticut, vol. xi, p. 1045 ; vol. xii, p. 192 ; vol. xii, p. 1037 ; vol. xiii, p. 387 ; vol. xiii, p. 749.

If a consolidated company, name the constituent companies : The People's Tramway Company and The Putnam & Thompson Street Railway Company.

The People's Tramway Company charter and amendments, Special Acts of Connecticut, vol. xi, p. 1045 ; vol. xii, p. 192 ; vol. xii, p. 1037 ; vol. xiii, p. 387 ; vol. xiii, p. 749.

The Putnam & Thompson Street Railway Company charter and amendments, Special Acts of Connecticut, vol. xi, p. 746 ; vol. xii, p. 395 ; vol. xii, p. 1026 ; vol. xiii, p. 350.

Date and authority for each consolidation : The power and authority under the charters (and amendments thereto) of each corporation, to be found in the citations above ; also the action taken by vote of the stockholders of each corporation.

Corporate Name and Address of the Company.

The People's Tramway Company, Putnam, Conn.

Officers of the Company.

Names.	Title.	Residence.
F. A. JACOBS,	President,	Danielson, Conn.
E. N. SANDERSON,	General Manager,	New York, N. Y.
H. HOBART PORTER, JR.,	Treasurer,	Lawrence, L. I.
H. HOBART PORTER, JR.,	Secretary,	" "
J. E. S. CAIN,	Superintendent,	Putnam, Conn.

Directors of the Company.

Names.	Residence.
F. A. JACOBS,	Danielson, Conn.
H. HOBART PORTER, JR.,	Lawrence, L. I.
E. N. SANDERSON,	New York, N. Y.
WARREN D. CHASE,	Danielson, Conn.
HARRY E. BACK,	" "
J. STANLEY THORNTON,	Putnam, Conn.
J. BOIES POTTER,	Webster, Mass.

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No. of shares.	Total par value.	
Authorized by charter,	4,000	\$400,000 00	.....
Authorized by vote of company,	4,000	400,000.00	.....
Issued for actual cash,	4,000	400,000.00	\$400,000.00
Total amount issued,	4,000	\$400,000.00	\$400,000.00

Grand total of common and preferred stock now outstanding, \$400,000.00.

Amount of stock held in Connecticut, \$399,800.00.

Total number of stockholders, 7.

Total number of stockholders in Connecticut, 5.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
First mortgage, gold bonds,	Oct., 1899	30	\$600,000.00	\$600,000.00	\$600,000.00	\$600,000.00

Funded Debt.—Continued.**INTEREST.**

Rate.	When payable.	Accrued during year.
5 per cent.	Jan. 1st, July 1st. Interest for half year paid by contractors as per agreement.	\$15,000.00

Per mile of single track owned, 15.939 miles,	Capital stock issued,	\$25,095.67
	Funded debt issued,	37,643.51
Total,		\$62,739.18

Construction and Equipment Accounts.

Road being built under contract not yet fulfilled.

Paid contractors on account, \$1,025,000.00.

Cost of construction and equipment per mile of road owned, \$64,307.67.

Statement in Detail of Additions to Construction and Equipment during the Year.

Road being built under contract not yet fulfilled.

Income Account for the Year ending June 30, 1902.

Gross earnings from operation,	\$60,032.00	
Less operating expenses (excluding all taxes),	44,648.29	
Net earnings from operation,		\$15,383.71
Income from other sources as follows, viz.:		
Advertising,	\$382.53	
Rent of land and buildings,	70.37	
Miscellaneous,	75.15	528.05
Gross income from all sources,		\$15,911.76
Deductions from income as follows, viz.:		
Taxes:		
On property not used in operation of road,	71.70	
State,	5,658.00	
Other than above,	556.62	
Interest on funded debt,	15,000.00	
Net income from all sources,		\$21,286.32
Payments from net income as follows, viz.:		
Deficit for year ending June 30, 1902,		5,374.56
Rents earned prior to June 30, 1902,	120.00	
Net amount credited to profit and loss,		120.00
Total deficit for year ending June 30, 1902,		\$5,254.56

Analysis of Gross Earnings and Operating Expenses.

EARNINGS.

From passengers :		
Cash fares,	\$58,962.61	
Ticket fares,	53.01	
Chartered cars,	90.00	
From other sources :		
Freight,	714.43	
Express,	211.95	
Total gross earnings,		\$60,032.00

Operating Expense Accounts.

MAINTENANCE.

Way and structures :		
Maintenance of track and roadway,	\$2,087.51	
Maintenance of electric line,	151.50	
Maintenance of buildings and fixtures,	224.14	
Equipment :		
Maintenance of steam plant,	452.89	
Maintenance of electric plant,	67.13	
Maintenance of cars,	1,385.88	
Maintenance of electrical equipment of cars,	2,593.03	
Maintenance of miscellaneous equipment,	137.02 —	\$7,099.10

TRANSPORTATION.

Operation of power plant :		
Power plant wages,	\$4,066.36	
Fuel for power,	8,109.97	
Water for power,	51.84	
Lubricants and waste for power plant,	276.76	
Miscellaneous supplies and expenses of power plant,	1,011.29	
Operation of cars :		
Superintendence of transportation,	1,253.97	
Wages of conductors,	5,592.34	
Wages of motormen,	5,508.28	
Wages of other car service employees,	1.00	
Wages of car house employees,	1,355.15	
Car service supplies,	354.18	
Miscellaneous car service expenses,	280.36	
Cleaning and sanding track,	444.78	
Removal of snow and ice,	475.74 —	\$28,782.02

GENERAL.

Salaries of clerks,	\$1,503.31	
Printing and stationery,	83.82	
Miscellaneous office expenses,	235.82	
Advertising and attractions,	3,971.72	
Miscellaneous general expenses,	373.32	
Damages,	1,879.86	
Legal expenses in connection with damages,	1.00	
Other legal expenses,	26.55	
Rent of land and buildings,	15.00	
Rent of tracks and terminals,	21.00	
Insurance,	656.77	\$8,767.17
Total operating expenses,		<u>\$44,648.29</u>

Operating cost, 74.37% of earnings (excluding taxes); operating cost, 84.84% of earnings (including taxes); operating cost, 11.67 cents per car mile (excluding taxes); operating cost, .147 cents per car hour (excluding taxes).

Cash Statement.

Receipts :

Cash on hand June 30, 1901,	\$1,352.94
Gross earnings from operation,	60,032.00
Income from other sources,	528.05
Accounts receivable, June 30, 1901,	23,748.96
Accounts payable,	26,516.96
Materials and supplies, June 30, 1901,	1,901.74
Unearned insurance premiums, June 30, 1901,	752.99
Increase in capital stock,	80,000.00
Credit to P. & L. account,	120.00
Outstanding tickets,	50.97
Special account,	40.00
	<u>\$195,044.61</u>

Disbursements :

Operating expenses,	\$44,648.29
Materials and supplies,	2,353.55
Taxes,	6,286.32
Interest,	15,000.00
Construction and equipment,	105,000.00
Accounts receivable, June 30, 1902,	3,469.90
Accounts payable, June 30, 1901,	14,898.69
Unearned insurance premiums,	858.10
Cash on hand June 30, 1902,	2,529.76
	<u>\$195,044.61</u>

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$920,000.00	Construction and equipment,	\$1,025,000.00	\$105,000.00	.....
	Current Assets, as follows :			
1,352.94	Cash on hand,	2,529.76	1,176.82	.....
752.99	Prepaid insurance,	858.10	105.11	.....
1,901.74	Material and supplies on hand,	1,513.98	.....	\$387.76
23,748.96	Accounts receivable,	3,469.90	.....	20,279.06
	Materials on hand, Park account,	839.57	839.57	.....
\$947,756.63	Totals,	\$1,034,211.31	\$107,121.50	\$20,666.82

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$320,000.00	Capital stock,	\$400,000.00	\$80,000.00	.....
600,000.00	Funded debt,	600,000.00	.....	.....
	Current Liabilities, as follows:			
14,898.69	Loans and notes payable, . .	25,000.00	25,000.00	.....
	Audited Vouchers and Accounts,	1,516.96	.....	\$13,381.73
	Outstanding tickets,	50.97	50.97	.....
12,857.94	Special acct. Park rents, . .	40.00	40.00	.....
	Profit and loss,	7,603.38	.....	5,254.56
\$947,756.63	Total,	\$1,034,211.31	\$105,090.97	\$18,636.29

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	1,179,019
Number of transfer passengers carried,	1,899
Total number passengers carried,	1,180,918
Number of paying passengers per mile of main track operated, . .	73,964
Number of transfer points,	1
Number of tons of freight carried, earning revenue,	2,858
Passenger car mileage,	379,114
Chartered car mileage,	200
Freight and express car mileage,	3,268
Total car mileage,	382,582
Receipt per paying passenger, . . . . .	.05
Receipt per totals passengers carried, . . . . .	.05
Maximum speed, miles per hour,	15
Average number of employees (including officials) during year, . .	45
Aggregate amount of salaries and wages paid,	\$25,624.84

State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold: A special ticket good only between North Grosvenordale and Grosvenordale for three cents. This ticket is sold by special arrangement to the Grosvenordale Co. for use by employees of that company.

	Number.
Power houses,	1; 1 Auxiliary.
Car houses,	1
Steam railroad crossings over grade,	3
Steam railroad crossings under grade,	2

Characteristics of Road and Equipment.

Track.	Miles owned.	Total miles operated.
Length of first main track,	15.939	15.939
Total miles owned,	15.939	15.939
Length of sidings and turnouts, . . . . .	.500	.500
Total computed as single track,	16.439	16.439

RAILS.

Name of.	Weight per yard.	Steel (miles of).	Total.
"T",	56 lbs.	16.439	16.439
Total miles of,		16.439	16.439

Gauge of track, 4 ft. 8½ inches.

PAVING.

Macadam,	Miles.
Total miles,	1.415
	1.415

Characteristics of Road and Equipment.—*Continued.*

CARS, ETC.

	Total Number.	Equipped with motors.	Vestibule, full.	Equipped with other power brakes.	Double truck.	Equipped with electric heaters.	Equipped with stoves.
Closed cars,	6	6	6	.....	.....	6	.....
Open cars,	12	12	.....	6	6	.....	.....
Work cars,	1	.....	.....	.....	.....	.....	.....
Snow plows,	1	1	.....	.....	.....	.....	1
Total,	20	19	6	6	6	6	1

Employees.	Average Number of hours on duty per day.	Wages per day.
Conductors,	10	\$1.65
Motormen,	10	1.65
Watchmen,	11	1.71
Roadmen,	10	1.80
Engineers,	12	2.00
Firemen,	13	1.50

List of Accidents during Year ended June 30, 1902.

	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers,	..	3	..	4	..	7
Employees,
Other persons,	..	1	1	4	1	5
Total,	..	4	1	8	1	12

Statement of Each Accident in Detail.

July 4, 1901. Park Street, Putnam. Man jumped off moving car without warning, to pick up parcels he had dropped, and fell, striking his head against guard rail, causing scalp wound. Name, Pagab Vignono.

July 4, 1901. Elm Street, Putnam. Man standing on the street signaled car to stop, as he wished to board it. Before the car could be stopped, the man stepped so close to the track that the running board of car struck his leg, knocking him down, making a small scalp wound. Name, Anthony Buirnie.

Sept. 4, 1901. Main Street, Danielson. Passenger fell from car, striking his head on the road, causing a small scalp wound. Name, Tetreault.

Sept. 12, 1901. Mechanic Street, Putnam. Man, apparently intoxicated, staggered across track at night and was struck by car. Both legs were severed above knees, and cut on head, causing death. Name, Jerry Bruno.

Sept. 16, 1901. Mechanic Street, Putnam. Passenger jumped backwards off car while it was in motion, falling on her back and stunning her. Name, Mary Putno.

Jan. 26, 1902. Main Street, Elnville, Danielson. Passenger jumped off car while it was in motion, fell, bumping his knee. Name, S. Evans.

Feb. 13, 1902. Front Street, Putnam. Man tried to board car while it was in motion and fell, scratching his face. Name, Mike Murray.

Feb. 28, 1902. Main Street, Danielson. Horse became frightened at car, and backed team into it, throwing occupant out on the ground, cutting his scalp. Name, Samuel Danielson.

May 30, 1902. Public road, near Attawaugan crossing. Running board of car struck a team, at night, throwing occupants of team out on the ground, and causing three passengers who were standing on the running board to jump or fall off car. Occupants of team were Mr. and Mrs. Amos D. Jenner. Mr. Jenner bruised his right arm. The three passengers were A. C. Davis, B. H. Bugbee, and A. J. Cavanaugh, who were scratched some.

June 14, 1902. Main Street, Danielson. Man, apparently intoxicated, attempted to board car while it was in motion. The man fell so that the rear wheels ran over both feet. It was necessary to amputate one foot. Name, Sylvester Kennedy.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

FREDERICK A. JACOBS,

President.

H. HOBART PORTER, JR.,

Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF WINDHAM, } ss.

KILLINGLY, September 12, 1902.

Then personally appeared the above-named Frederick A. Jacobs and H. Hobart Porter, Jr., and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

HARRY E. BACK,

Justice of the Peace.

SOUTH MANCHESTER LIGHT, POWER, AND TRAMWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1902.

DESCRIPTION OF LINE.		Length of main tracks.	Total computed as single track.	Motive power.
From	To			
South Manchester	Manchester Center.	.795	.795	Electric.

Capital authorized by charter.	Stock issued.	Capital stock, bonds, and floating debt per mile of road operated, in- cluding sidings.	Cost construction.	Cost of con- struction and equip- ment per mile of road owned.	Gross earnings.	Net earnings.
\$100,000	\$10,000	\$12,578.62	\$11,821.69	\$14,870 05	\$600.00	\$598.98

History.

Name of company making this report: South Manchester Light, Power & Tramway Company.

Date of organization: August 1, 1894.

Under laws of what State organized: Connecticut.

What carrier operates the road of this company: Hartford, Manchester & Rockville Tramway Company, Lessee.

Corporate Name and Address of the Company.

South Manchester Light, Power & Tramway Company, South Manchester, Conn.

Officers of the Company.

Names.	Title.	Residence.
FRANK CHENEY, JR.,	President,	South Manchester, Conn.
FRANK W. CHENEY,	Treasurer,	" "
CHARLES S. CHENEY,	Secretary,	" "

Directors of the Company.

Names.	Residence.
FRANK W. CHENEY,	South Manchester, Conn.
KNIGHT D. CHENEY,	" "
HARRY G. CHENEY,	" "
FRANK CHENEY, JR.,	" "
RICHARD O. CHENEY,	" "

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No. of shares.	Total par value.	
Authorized by charter,	1,000	\$100,000	.....
Authorized by vote of company,	100	10,000	.....
Issued for actual cash,	100	10,000	\$10,000
Total amount issued,	100	\$10,000	\$10,000

Grand total of common and preferred stock now outstanding, \$10,000.

Amount of stock held in Connecticut, \$10,000.

Total number of stockholders, 10.

Total number of stockholders in State of Connecticut, 10.

Per mile of single track owned, .795 miles, capital stock issued, \$12,578.62.

Construction and Equipment Account.

	Total cost to June 30, 1901.	Total cost to June 30, 1902.
Total,	\$11,821.69	\$11,821.69
Cost of construction and equipment per mile of road owned, . . . . .	.....	14,870.05

Statement in Detail of Additions to Construction and Equipment during the Year.

No additions to construction or equipment.

Income Account for the Year ending June 30, 1902.**Net earnings:**

Rent of tracks and terminals,	\$600.00	
Gross income from all sources,		\$600.00
R. R. Commissioners' assessment,		1.02
Net income,		\$598.98
Surplus for year ending June 30, 1902,		\$598.98

Cash Statement.**Receipts:**

Cash on hand June 30, 1901,	\$1,681.81
Income from other sources,	600.00
	<u>\$2,281.81</u>

Disbursements:

R. R. Commissioners' assessment,	1.02
Cash on hand June 30, 1902,	2,280.79
	<u>\$2,281.81</u>

Comparative General Balance Sheet.

Item, June 30, 1901.	Assets.	Item, June 30, 1902.	Increase year ending June 30, 1902.
\$11,821.69	Construction and equipment,	\$11,821.69	.....
1,681.81	Current Assets, as follows:	2,280.79	\$598.98
	Cash on hand,		
\$13,503.50	Total,	\$14,102.48	\$598.98

Item, June 30, 1901.	Liabilities.	Item, June 30, 1902.	Increase, year ending June 30, 1902.
\$10,000.00	Capital Stock,	\$10,000.00	.....
3,503.50	Accrued Liabilities:	4,102.48	\$598.98
	Profit and Loss,		
\$13,503.50	Total,	\$14,102.48	\$598.98

Characteristics of Road and Equipment.

Length of main track, .795 miles owned.

Name of rails, "T"; weight per yard, 56 lbs.

Miles of steel, .795.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

FRANK CHENEY, JR.,
President.

CHAS. S. CHENEY,
Secretary.

STATE OF CONNECTICUT, }
HARTFORD COUNTY, } ss.

SOUTH MANCHESTER, Sept. 12, 1902.

Then personally appeared the above-named Frank Cheney, Jr., President, and Charles S. Cheney, Secretary, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

RICHARD O. CHENEY,
Notary Public.

*

THE SOMERS & ENFIELD ELECTRIC RY. CO.

[Road under construction. Not yet operative.]

History.

Name of company making this report: The Somers & Enfield Electric Railroad Company.

Date of organization: May 21, 1901.

Under laws of what State organized: Connecticut, General Assembly, January, 1899.

Corporate Name and Address of the Company.

The Somers & Enfield Electric Railway Company, Enfield, Conn.
Treasurer's office, 53 State Street, Boston, Mass.

Officers of the Company.

Names.	Title.	Residence.
PHILIP L. SALTONSTALL,	President,	Boston, Mass.
CHAUNCEY ELDRIDGE,	Treasurer,	Boston, Mass.
ARTHUR PERKINS,	Secretary,	Hartford, Conn.
GEO. B. LARRABEE,	Superintendent,	Warehouse Point, ^f Conn..

Directors of the Company.

Names.	Residence.
PHILIP L. SALTONSTALL,	Boston, Mass.
CHAUNCEY ELDRIDGE,	" "
S. REED ANTHONY,	" "
ARTHUR PERKINS,	Hartford, Conn.
CHARLES E. PERKINS,	" "
LEWIS SPERRY,	" "
CLINTON T. KING,	" "

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No. of shares.	Total par value.	
Authorized by charter,	2,000	\$200,000.00	.....
Authorized by vote of Company, .	500	50,000.00	.....
Issued for actual cash,	500	50,000.00	\$50,000.00
Total amount issued,	3,000	\$50,000.00	\$50,000.00

Grand total of common and preferred stock now outstanding, \$50,000.00.

Amount of stock held in Connecticut, \$400.00.

Total number of stockholders, 8.

Total number of stockholders in State of Connecticut, 4.

Construction and Equipment Accounts.

Item.	Total cost to June 30, 1902.
Construction,	\$50,000.00

Cash Statement.

Receipts:	
Sale of stock,	\$50,000.00
Disbursements:	
Paid on construction contract,	50,000.00

Comparative General Balance Sheet.

Assets.	Total, June 30, 1902.
Construction and equipment,	\$50,000.00
Liabilities.	Total, June 30, 1902.
Capital stock,	\$50,000.00

Oath.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

PHILIP L. SALTONSTALL,
President.

CHAUNCEY ELDRIDGE,
Treasurer.

STATE OF MASSACHUSETTS, }
SUFFOLK COUNTY, } ss.

Boston, September 8, 1902.

Then personally appeared the above-named Philip L. Saltonstall, President, and Chauncey Eldridge, Treasurer, of the Somers & Enfield Electric Railroad Company, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

DANIEL P. SNOW,
Justice of the Peace.

STAMFORD STREET RAILROAD COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1902.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Car Barn	Railroad Station.	2.33	.10	2.43	Electricity.
Town Hall	Davis Line.	3.13	.....	3.13
Myrtle Ave. Corner	Shippan Point.	2.79	.10	2.89	
Shippan Avenue	Cove Mill.	1.40	.....	1.40
Elm Street Switch	Glenbrook.	2.00	.....	2.00
Atlantic Street Bridge	South End.	.84	.....	.84
Total,		12.49	.20	12.69	

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and floating debt per mile of road operated, includ- ing sidings.	Cost construction.
\$200,000.00	\$92,240.00	\$75,000.00	\$143,016.78	\$24,448.92	\$323,724.28

Cost equipment.	Cost of construction and equipment per mile of road owned.	Cost of construction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.
\$36,900.17	\$28,873.05	\$25,922.86	\$63,983.65	\$5,122.79

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1902.—Continued.**

Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.
\$1.1665	\$40,210.58	\$3,219.42	\$1.1046	\$23,773.07

Net earnings per mile operated.	Net earnings per mile run.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.
\$1,903 36	\$1.0619	\$2,067.45	\$2,125.17	\$7,385.10	\$6,004.80

Miles run.	Passengers carried.	Number of paying passen- gers per mile of main track operated.	Number of paying passengers per mile run.	Number of employees.
384,254.08	1,642,683	106,294	3.465	45

Accidents.

Passenger injured. 1

History.

Name of company making this report: Stamford Street Railroad Company;
formerly the Stamford Horse Railroad Company.

Date of organization: Stamford Horse Railroad Company, August 9, 1886.

Stamford Street Railroad Company, July 3, 1889.

Under laws of what State organized: Connecticut. Special Laws 1886, No. 4;
1887, No. 186; 1889, No. 355; 1893, No. 725; 1895, Nos. 238 and 350.

If a reorganized company, give name of original corporation: Stamford Horse
Railroad Company, reorganized as Stamford Street Railroad Company,
under Chapter II, Public Acts 1889

Corporate Name and Address of the Company.

Stamford Street Railroad Company, New Haven, Conn.

Officers of the Company.

Names.	Title.	Residence.
N. H. HEFT,	President,	Bridgeport, Conn.
W. H. GILLESPIE,	Vice-President,	Stamford, “
W. L. SQUIRE,	Treasurer,	Meriden, “
W. L. SQUIRE,	Secretary,	“ “
GEO. M. PIERCE,	Superintendent,	Stamford, “

Directors of the Company.

Names.	Residence.
N. H. HEFT,	Bridgeport, Conn.
J. M. HALL,	New Haven, Conn.
SAMUEL FESSENDEN,	Stamford, "
J. B. CURTIS,	" "
G. A. FOSDICK,	" "
GEO. H. HOYT,	" "
W. W. GILLESPIE,	" "

Capital Stock.

	COMMON.		PREFERRED.	
	No. of Shares.	Total par value.	No. of Shares.	Total par value.
Authorized by charter,	2,000	\$100,000.00	2,000	\$100,000.00
Authorized by vote of Company,	1,000	50,000.00	1,000	50,000.00
Scrp, . . . . .	....	140.00	....	.....
Issued for actual cash,	941	47,050.00	901	45,050.00
Total amount issued,	3,941	\$47,190.00	3,901	\$45,050.00

Grand total of common and preferred stock now outstanding,	\$92,240.00
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Amount of stock held in Connecticut,	{ Preferred,	\$44,300.00	
	{ Common,	44,250.00 —	88,550.00

Total number of stockholders,	61
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Total number of stockholders,		61
Total number of stockholders in State of Connecticut,	{ Preferred,	6
	{ Common,	45

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
First mortgage,	Aug. 1, 1889	20	\$75,000.00	\$75,000.00	\$75,000.00	\$75,000.00

INTEREST.

Rate.	When payable.	Amount accrued during year.
5 per cent.	February and August.	\$3,750.00

Per mile of single track owned, 12.49 miles, { Capital stock issued, \$7,385.10
 { Funded debt issued, 6,004.80
 Total, . . . \$13,389.90

Construction and Equipment Account.

Item.	Expenditures during year, charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1901.	Deductions during year.	Total cost to June 30, 1902.
Organization,		\$1,196.30		\$1,196.30
Engineering and superintendence,	\$68.93	734.30		803.23
Track and roadway construction,	8,514.30	99,541.29	\$52.25	108,003.34
Electric line construction,	1,752.71	11,388.90		13,141.61
Buildings and fixtures used in operation of road,		439.43		439.43
Power plant equipment,		972.00		972.00
Cars,	3,178.54	18,102.51	378.47	20,902.58
Electric equipment of cars,	4,803.71	11,165.88		15,969.59
Construction and equipment to Oct. 1, 1895,		201,140.37		201,140.37
Grand total,	\$18,318.19	\$342,736.98	430.72	\$360,624.45
Cost of construction and equipment per mile of road owned,				28,873.05

Statement in detail of Additions to Construction and Equipment during the Year.

Engineering and superintendence Sound Beach extension,	\$68.93
Track and roadway construction " " "	8,462.05
Electric line construction, " " "	1,752.71
Two open cars, with trucks,	2,800.07
Four motor equipments,	4,803.71
Total,	<u>\$17,887.47</u>

Income Account for Year ending June 30, 1902.

Gross earnings from operation,	\$63,983.65
Less operating expenses (excluding all taxes),	<u>40,210.53</u>
Net earnings from operation,	\$23,773.07
Income from other sources as follows, viz. :	
Advertising,	\$250.00 — 250.00
Gross income from all sources,	<u>\$24,023.07</u>
Deductions from income as follows, viz. :	
Taxes, State, accrued,	2,122.07
Interest on funded debt,	3,750.00
Interest on floating debt,	7,033.47 — 12,905.54
Net income from all sources,	<u>\$11,117.53</u>
Total surplus for year ending June 30, 1902,	<u>\$11,117.53</u>

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From passengers:	
Cash fares,	\$56,355.65
Ticket fares,	<u>7,628.00</u>
Total gross earnings,	<u>\$63,983.65</u>

Operating Expense Accounts.**MAINTENANCE.**

Way and structures:	
Maintenance of track and roadway,	\$797.67
Maintenance of electric line,	704.48
Maintenance of buildings and fixtures,	<u>45.31</u>
Equipment:	
Maintenance of cars,	2,979.81
Maintenance of electrical equipment of cars,	2,020.01
Maintenance of miscellaneous equipment,	9.78 — \$6,557.06

TRANSPORTATION.

Operation of power plant:

Hired power,	\$10,884.68
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Operation of cars:

Wages of conductors,	8,271.94
Wages of motormen,	8,271.93
Wages of other car service employees,	1,215.88
Wages of car house employees,	262.28
Car service supplies,	611.88
Removal of snow and ice,	391.67 — 29,910.26

GENERAL.

Salaries of general officers,	\$1,231.64
Salaries of clerks,	1,491.92
Printing and stationery,	204.65
Miscellaneous office expenses,	100.10
Miscellaneous general expenses,	714.95 — 3,743.26
Total operating expenses,	\$40,210.58

Operating cost, 62.86% of earnings (excluding taxes); operating cost, 66.16% of earnings (including taxes); operating cost, 10.46 cents per car mile (excluding taxes); operating cost per car hour (excluding taxes), no car hours.

Cash Statement.

Receipts:

Cash on hand June 30, 1901,	\$6,259.90
Gross earnings from operation,	63,983.65
Income from other sources,	250.00
Bills payable,	5,500.00
	\$75,993.55

Disbursements:

Operating expenses,	\$40,210.58
Materials and supplies,	2,714.42
Taxes,	2,125.17
Interest,	2,067.45
Construction and equipment,	17,887.47
Bills payable,	8,227.48
Accounts receivable,	37.44
Cashier's contingent fund,	1.00
Injury to persons,	72.35
Damage to property,	62.85
Suspense account,	8,147.29
Vouchers unpaid, June 30, 1902,	\$10,885.34
Vouchers unpaid, June 30, 1901,	3,033.92 — 7,801.42
Cash on hand June 30, 1902,	2,241.47
	\$75,993.55

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$342,736.98	Construction and equip- ment,	\$360,624.45	\$17,887.47	.....
6,259.90	Current Assets, as follows:			
150.00	Cash on hand,	2,241.47	.....	\$4,018.43
1,900.46	Sinking and other spe- cial funds,	2.50	1.00	.....
528.17	Material and supplies on hand,	4,614.88	2,714.42	.....
36.93	Suspense,	7,356.02	6,827.85	.....
27,479.07	Accounts receivable,	74.37	37.44	.....
	Profit and loss,	16,361.54	.....	11,117 53
\$378,943.01	Total,	\$391,275.23	\$27,468.18	\$15,135.96

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$92,240.00	Capital stock,	\$92,240.00	.....	.....
75,000.00	Funded debt,	75,000.00	.....	.....
145,744.26	Cur. Liabilities, as follows:			
3,083.92	Loans and notes payable,	143,016.78	.....	\$2,727.48
61,417.09	Audited vouchers and accounts,	10,885.34	\$7,801.42	.....
1,457.74	Accrued Liabilities:			
	Interest accrued and not yet due,	70,133.11	8,716.02	.....
	Sinking and other spe- cial funds, . . . . .	.....	.....	1,457.74
\$378,943.01	Total,	\$391,275.23	\$16,517.44	\$4,185.22

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	1,327,617
Number of transfer passengers carried,	315,066
Total number passengers carried,	1,642,683.00
Number of paying passengers per mile of main track operated,	106,294.00
Number of transfer points,	6
Passenger car mileage,	384,254.08
Total car mileage,	384,254.08
Receipt per paying passenger,	\$.0483
Receipt per total passengers carried, . . . . .	.0389

Maximum speed, miles per hour,	12
Average number of employees (including officials) during year,	45
Aggregate amount of salaries and wages paid,	\$25,691.34
State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rate sold: Twenty-five tickets in book form, sold for \$1.00.	

	Number.
Car house,	1
Horses owned,	2
Number of vehicles,	2
Other articles of equipment, viz.: Snow plow,	1
Steam railroad crossings under grade,	3

Characteristics of Road and Equipment.

Track.	Miles owned.	Total miles operated.
Total length of main track,	12.490	12.490
Length of sidings and turnouts, . . . . .	.200	.200
Total computed as single track,	12.690	12.690
Name of Rails, "T"; weight per yard, 60 and 70 lbs.; all steel.		
Gauge of track, 4 feet 8½ inches.		

PAVING.

	Miles.
Belgium block,	3.070
Brick, . . . . .	.600
Total miles,	3.670

CARS, ETC.

Cars, etc.	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, half.	Equipped with other power brakes.	Equipped with electric heaters.
Closed cars,	10	8	7	10	4	10
Open cars,	13	13	..	..	..	..
Snow plow,	1	..	..	..	..	..
Total,	24	21	7	10	4	10

Employees.	Average number of hours on duty per day.	Wages per day.
Conductors,	11	\$1.76 to \$1.98
Motormen,	11	1.76 to 1.98
Watchmen,	13	1.82
Roadmen,	10	1.50 to 1.75
Linemen,	10	2.00

List of all Accidents During Year ending June 30, 1902.

Cause and Nature of Injury.	FROM CAUSES BEYOND THEIR OWN CONTROL.		FROM THEIR OWN MISCONDUCT OR CARELESSNESS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passenger,	1	..	1

June 21, 1902. H. B. Lanyon jumped from moving car. Slightly bruised.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

N. H. HEFT,
President.

W. L. SQUIRE,
Treasurer.

STATE OF CONNECTICUT, }
NEW HAVEN COUNTY, } ss.

NEW HAVEN, Sept. 15, 1902.

Then personally appeared the above-named N. H. Heft and W. L. Squire, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me, A. S. MAY,
Notary Public.

SUFFIELD STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1902.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Mass. State Line	Suffield Center.	4.706	.208	4.914	Elec.

Capital authorized by charter.	Stock issued.	Floating indebtedness.	Capital stock, bonds, and float- ing debt per mile of road operated, including sidings.	Cost construction.	Cost equipment.
\$300,000.00	\$50,000.00	\$23,414.16	\$14,939.88	\$61,908.93	\$10,511.65

Cost of construction and equipment per mile of road owned.	Cost of construction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.	Gross earnings per mile run.
\$15,388.98	\$13,155.31	\$4,596.10	\$976.65	\$0.088

Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.	Net earnings per mile operated.
\$3,468.06	\$736.94	.066	\$1,128.04	\$239.71

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1902. — Continued.**

Net earnings per mile run.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.	Miles run.
\$0.022	\$305.21	\$274.16	\$10,624.74	51,858

Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number of employees.
91,922	19,533	1.77	13

History.

Name of company making this report: Suffield Street Railway Company.

Date of organization: July 13, 1901.

Under laws of what State organized: Connecticut.

Corporate Name and Address of Company.

Suffield Street Railway Company, Suffield, Connecticut.

Officers of the Company.

Names.	Title.	Residence.
FREDERICK HARRIS,	President,	Springfield, Mass.
GEO. W. COOK,	Treasurer,	" "
GEO. W. COOK,	Secretary,	" "
EDWARD S. GOLDTHWAIT,	Superintendent,	Suffield, Conn.

Directors of the Company.

Names.	Residence.
FREDERICK HARRIS,	Springfield, Mass.
JOHN OLMSTED,	" "
A. W. DAMAN,	" "
GEO. W. COOK,	" "
CHARLES L. SPENCER,	Suffield, Conn.
LEAVITT P. BISSELL,	" "
WALDO S. KNOX,	" "
EDMUND HALLADAY,	" "
DWIGHT S. FULLER,	" "
EDWARD S. GOLDTHWAIT,	" "

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No. of shares.	Total par value.	
Authorized by charter, . . .	3,000	\$300,000.00	.....
Authorized by vote of Company, . . .	500	50,000.00	.....
Issued for actual cash, . . .	500	50,000.00	\$50,000.00
Total amount issued, . . .	500	\$50,000.00	\$50,000.00

Grand total of common and preferred stock now outstanding, \$50,000.00.

Amount of stock held in Connecticut, \$9,000.00.

Total number of stockholders, 24.

Total number of stockholders in State of Connecticut, 13.

Per mile of single track owned, 4.706 miles, capital stock issued, \$10,624.74.

Construction and Equipment Accounts.

Item.	Expenditures during year charged to construction or equipment (not in- cluded in operat- ing expenses).	Total cost to June 30, 1902.
Track and roadway construction, . . .	\$56,457.55	\$56,457.55
Electric line construction,	5,451.38	5,451.38
Power plant equipment,	4,511.65	4,511.65
Cars,	6,000.00	6,000.00
Electric equipment of cars,		
Total,	\$72,420.58	\$72,420.58
Cost of construction and equipment per mile of road owned, . . . . .	.....	\$15,388.98

Statement in detail of Additions to Construction and Equipment during the Year.

Track and Roadway: From Massachusetts State line through Crooked Lane and Suffield Street, 66-lb. tee rail, wooden poles,	\$61,908.93
Equipment: 2 single truck, 20-ft. closed cars, 2 motors; 2 single truck, 10 bench open cars, 2 motors,	6,000.00
Power Plant Equipment: Generator,	4,511.65
Total,	\$72,420.58

Income Account for Year ending June 30, 1902.

Gross earnings from operation,	\$4,596.10	
Less operating expenses,	3,468.06	
Net earnings from operation,		\$1,128.04
Gross income from all sources,		\$1,128.04
Deductions from income as follows, viz.:		
State taxes,	\$274.16	
Interest on floating debt,	305.21	579.37
Net income from all sources,		\$548.67
Surplus for year ending June 30, 1902,		\$548.67

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From passengers:	
Cash fares,	\$4,596.10

Operating Expense Accounts.**TRANSPORTATION.**

Operation of power plant:	
Hired power,	\$599.68
Operation of cars:	
Wages of conductors,	1,392.90
Wages of motormen,	1,392.90
Miscellaneous car service expenses,	38.28
Removal of snow and ice,	44.80
Total operating expenses,	\$3,468.06

Operating cost, 75.45% of earnings (excluding taxes); operating cost, 81.42% of earnings (including taxes); operating cost, .0668 cents per car mile (excluding taxes); operating cost, .61 cents per car hour (excluding taxes).

Cash Statement.

Receipts:	
Gross earnings from operation,	\$4,596.10
Bills payable,	23,414.16
Capital stock,	50,000.00
	\$78,010.26
Disbursements:	
Operating expenses,	\$3,468.06
Taxes,	274.16
Interest,	305.21
Construction and equipment,	72,420.58
Cash on hand June 30, 1902,	1,542.25
	\$78,010.26

Comparative General Balance Sheet.

Assets.	Total, June 30, 1902.
Construction and equipment,	\$72,420.58
Current assets, as follows:	
Cash on hand,	1,542.25
Total,	\$73,962.83

Liabilities.	Total, June 30, 1902.
Capital stock,	\$50,000.00
Current liabilities, as follows:	
Loans and notes payable,	23,000.00
Audited vouchers and accounts,	140.00
Accrued liabilities:	
Taxes accrued and not yet due,	274.16
Profit and loss,	548.67
Total,	\$73,962.83

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	91,922
Number of paying passengers per mile of main track operated,	19,533
Passenger car mileage,	51,858
Freight and express car mileage,	51,858
Receipt per paying passenger,	\$0.05
Maximum speed, miles per hour,	12½
Average number of employees (including officials) during year,	13
Aggregate amount of salaries and wages paid,	\$2,785.80

Characteristics of Road and Equipment.

Track.	Miles owned.	Total miles operated.
Length of first main track,	4.706	4.706
Length of sidings and turnouts, . . . . .	.208	.208
Total computed as single track,	4 914	4.914

RAILS.

Name of rails, "T"; weight per yard, 66 pounds; steel (miles of), 4.914.

PAVING.

	Miles.
Stone ballast,	4.914

CARS, ETC.

	Total number.	Equipped with motors	Fenders, number of.	Vestibule, full.	Equipped with electric heaters.
Closed cars,	2	2	2	2	2
Open cars,	2	2	2	..	..
Total,	4	4	4	2	2

	Average number of hours on duty per day.	Wages per day.
Conductors,	9½	\$3.00
Motormen,	9½	2.00

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

FREDERICK HARRIS,
President.

GEO. W. COOK,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS, }
HAMPDEN, } ss.

September 11, 1902.

Then personally appeared the above-named Frederick Harris and George W. Cook, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

JONATHAN BARNES,
Justice of the Peace.

COMMONWEALTH OF MASSACHUSETTS, }
HAMPDEN, } ss.

I, Robert O. Morris, Clerk of the Supreme Judicial Court, which is a Court of Record for the County and Commonwealth aforesaid, do hereby certify that Jonathan Barnes, Esquire, whose name is subscribed to the jurat of the annexed instrument, and therein written, was, at the time of the administering of such

oath, a Justice of the Peace within and for the Commonwealth of Massachusetts, duly commissioned and acting under the authority of the said Commonwealth; and that I am well acquainted with the handwriting of said Justice, and verily believe that the signature to said jurat is genuine; and I certify that said instrument is executed according to the laws of this State.

[L. s.] In testimony whereof, I have hereunto set my hand and affixed the seal of said court, at Springfield, this 11th day of September, A. D. 1902.

ROBERT O. MORRIS,
Clerk.

TORRINGTON & WINCHESTER STREET RAILWAY COMPANY.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1902.

DESCRIPTION OF LINES.	Length of main track.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
Gulf Stream in the Town of Torrington to Division Street with its intersection with Main Street in the Borough of Winsted, Commencing at a point 3.763 miles south- erly from its Winsted terminus and ex- tending to Highland Lake in the Town of Winchester,	11.424 1.135	.471	11.895 1.135	Electricity.
Total,	12.559	.471	13.030	

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and floating debt per mile of road operated, in- cluding sidings.	Cost construc- tion.
\$1,000,000.00	\$200,000.00	\$150,000.00	\$34,490.00	\$29,508.06	\$353,133.47

Cost equipment.	Cost of con- struction and equipment per mile of road owned.	Cost of construc- tion per mile of road operated.	Gross earnings.	Gross earnings per mile operated.
\$45,322.83	\$31,726.75	\$28,117.96	\$47,215.03	\$3,759.46

Summary of Financial Condition and Results of Operation, Year ending June 30, 1902.—Continued.

Gross earnings per mile run.	Operating expenses.	Operating expenses per mile operated.	Operating expenses per mile run.	Net earnings.
\$0.202	\$25,079.64	\$1,996.95	\$0.107	\$22,135.39

Net earnings per mile operated.	Net earnings per mile run.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.
\$1,762.51	\$0.095	\$8,390.00	\$1,934.95	\$15,924.83	\$11,943.63

Miles run.	Passengers carried.	Number of paying passengers per mile of main track operated.	Number of paying passengers per mile run.	Number of employees.
233,283 $\frac{3}{4}$	956,972	76,198	4	27

History.

Name of company making this report: The Torrington & Winchester Street Railway Company.

Date of organization: March 3, 1897.

Under laws of what state organized: Special Act, State of Connecticut, approved March 1, 1897.

Corporate Name and Address of the Company.

The Torrington & Winchester Street Railway Company, Winsted, Conn.

Officers of the Company.

Names.	Title.	Residence.
JAMES ALLDIS,	President,	Torrington, Conn.
GEORGE B. ALVORD,	Vice-President,	" "
SAMUEL A. HERMAN,	Treasurer,	Winsted, "
SAMUEL A. HERMAN,	Secretary,	" "
CHARLES ALLDIS,	Superintendent,	Torrington, "

Directors of the Company.

Names.	Residence.
JAMES ALLDIS,	Torrington, Conn.
GEORGE B. ALVORD,	" "
SAMUEL A. HERMAN,	Winsted, "
HENRY GAY,	" "
F. F. FUESSENICH,	Torrington, "
E. H. HOTCHKISS,	" "
JOHN F. ALVORD,	" "

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No. of shares.	Total par value.	
Authorized by charter,	10,000	\$1,000,000.00	.....
Authorized by vote of Company,	2,000	200,000.00	.....
Issued for actual cash,	2,000	200,000.00	\$200,000.00
Total,	2,000	\$200,000.00	\$200,000.00

Grand total of common and preferred stock now outstanding, \$200,000.00.

Amount of stock held in Connecticut, \$184,000.00.

Total number of stockholders, 37.

Total number of stockholders in State of Connecticut, 33.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
1st mtge. bds.,	1897	20	\$150,000.00	\$150,000.00	\$150,000.00	\$142,500.00

Rate.	When payable.	Accrued during year.
5 per cent.	June 1st and December 1st.	\$7,500.00

Per mile of single track owned, 12.559 miles, } Capital stock issued, \$15,924.83
 } Funded debt issued, 11,943.63
 Total, \$27,868.46

Construction and Equipment Accounts.

Item.	Expenditures during year charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1901.	Total cost to June 30, 1902.
Organization,	\$1,690.60	\$3,249.66	\$4,940.20
Engineering and superintendence,	13,744.12	218,706.23	232,450.35
Track and roadway construction,	924.21	35,052.96	35,977.17
Electric line construction,			
Buildings and fixtures used in operation of road,		15,549.73	15,549.73
Power plant equipment,	125.08	50,233.08	50,358.16
Shop tools and machinery,			
Cars,	236.38	16,184.26	16,420.64
Electric equipment,	1,022.58	18,021.36	19,043.94
Miscellaneous equipment,	444.39	9,086.70	9,531.09
Park property,	12.12	14,172.84	14,184.96
Grand Total,	\$18,199.48	\$380,256.82	\$398,456.80
Cost of construction and equipment per mile of road owned,			31,726.75

Statement in Detail of Additions to Construction and Equipment During the Year.

Many curves have been removed, the track straightened and grades reduced, and in many instances eliminated, for a distance of about three miles on that portion of the track south of Burrville. This portion is as good as, if not better than, any trolley road in the State of Connecticut. There have been eliminated during the past fiscal year twenty-five curves.

Additional right of way,	\$792.61
Legal and engineering expenses,	897.99
Track construction,	13,744.12
Line construction,	924.21
13 stub pliers, 1 in. taper tap, 1 Jen. butt, 1 bench hatchet, 1 Stil- son wrench, 1 doz. wrenches, 1 doz. soldering copper hdls.,	37.72
2 claw bars with heel, 1 R. R. maul, 1 doz. galvd. scoops,	8.27
1 pipe tap, 1 bush axe, 1 cross-cut saw, 1 pr. handles,	2.75
1 heavy Ridlen track drill, with drills for same,	76.34
Door rubber rollers, pails, 1 doz. lanterns, leather strips,	9.64
Carbon brushes,	15.30
Trolley catchers,	14.70
New work cars,	333.25
New electric equipment,	992.58
2 trucks,	295.88
12 Phoenix fire extinguishers,	30.00
1 office desk,	12.00
Electric lamps,	12.12
Total,	\$18,199.48

Income Account for Year ending June 30, 1902.

Gross earnings from operation,	\$47,215.03	
Less operating expenses (excluding all taxes),	25,079.64	
Net earnings from operation,		\$22,135.39
Income from other sources as follows, viz.:		
Miscellaneous,	\$36.05	36.05
Gross income from all sources,		\$22,171.44
Deductions from income as follows, viz.:		
Taxes, { State,	\$1,934.95	
{ Other than above,	35.00	
Interest on funded debt,	7,500.00	
Interest on floating debt,	890.00	
Miscellaneous,		10,359.95
Net income from all sources,		\$11,811.49
Payments from net income as follows, viz.:		
Additions and betterments,	\$18,199.48	18,199.48
Deficit for year ending June 30, 1902,		\$6,387.99
Credits to profit and loss account during the year,	63.53	
Debits to profit and loss account during the year (specifying same):		
Supplies,	\$921.18	
Prepaid insurance,	20.58	
Prepaid interest,	111.67	
Total debits,	1,053.43	
Net amount debited to profit and loss,		\$989.90
Total deficit for year ending June 30, 1902,		\$7,377.89

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

From passengers :		
Cash fares,	\$40,162.90	
Ticket fares,	6,625.90	
Chartered cars,	426.23	
Total gross earnings,		\$47,215.03

Operating Expense Account.

MAINTENANCE.

Way and structures :

Maintenance of track and roadway, . . .	\$429.46
Maintenance of electric line, . . .	224.39
Maintenance of buildings and fixtures, . .	92.44

Equipment :

Maintenance of steam plant, . . .	142.51
Maintenance of electric plant, . . .	15.44
Maintenance of cars, . . .	612.99
Maintenance of electrical equipment of cars, .	241.72
Maintenance of miscellaneous equipment, .	3.73
Miscellaneous shop expenses, . . .	33.93 — \$1,796.61

TRANSPORTATION.

Operation of power plant :

Power plant wages, . . .	\$1,766.23
Fuel for power, . . .	5,847.63
Lubricants and waste for power plant, . .	130.11
Miscellaneous supplies and expenses of power plant, . . .	11.12

Operation of cars :

Wages of conductors, . . .	4,173.57
Wages of motormen, . . .	4,176.15
Wages of other car service employees, . .	55.34
Wages of car house employees, . . .	1,715.70
Car service supplies, . . .	98.07
Miscellaneous car service expenses, . . .	91.05
Cleaning and sanding track, . . .	8.18
Removal of snow and ice, . . .	247.25 — 18,320.40 .

GENERAL.

Salaries of general officers, . . .	\$2,100.00
Salaries of clerks, . . .	581.74
Printing and stationery, . . .	43.34
Miscellaneous office expenses, . . .	55.65
Stable expenses, . . .	59.08
Advertising and attractions, . . .	1,551.45
Miscellaneous general expenses, . . .	113.75
Damages, . . .	10.00
Other legal expenses, . . .	9.05
Insurance, . . .	438.57 — 4,962.63

Total operating expenses, . . . \$25,079.64

Operating cost, 53.11% of earnings (excluding taxes); operating cost, 57.29% of earnings (including taxes); operating cost, 10.75 cents per car mile (excluding taxes); operating cost, .129 cents per car hour (excluding taxes).

Cash Statement.

Receipts :

Cash on hand June 30, 1901,	\$1,265.88
Gross earnings from operation,	47,215.03
Income from other sources,	36.05
Bills payable,	9,490.00
Accounts receivable,	75.00
Accounts payable,	63.53
	<hr/>
	\$58,145.49

Disbursements :

Operating expenses,	\$25,079.64
Materials and supplies,	2,073.99
Taxes,	1,969.95
Interest,	8,390.00
Construction and equipment,	18,199.48
Bills payable,	1,000.00
Prepaid insurance,	418.43
Prepaid interest,	110.00
Cash on hand June 30, 1902,	904.00
	<hr/>
	\$58,145.49

Comparative General Balance Sheet.

Total, June 30, 1901.	Assets.	Total, June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$380,256.82	Construction and equip- ment,	\$398,456.30	\$18,199.48	.....
	Current Assets, as follows :			
1,265.88	Cash on hand,	904.00	.....	361.88
71.50	Bills receivable,	.....	.....	71.50
20.58	Prepaid insurance,	418.43	397.85	.....
	Material and supplies			
921.18	on hand,	2,073.99	1,152.81	.....
111.67	Prepaid interest,	110.00	.....	1.67
\$382,647.63	Total,	401,962.72	\$19,750.14	435.05

Comparative General Balance Sheet.—*Continued.*

Total, June 30, 1901.	Liabilities.	Total, June 30, 1902.	Increase, year ending June 30, 1902.
\$200,000.00	Capital stock,	\$200,000.00	.....
150,000.00	Funded debt,	150,000.00	.....
26,000.00	Current Liabilities, as follows:		
	Loans and notes payable,	34,490.00	\$8,490.00
635.00	Accrued Liabilities:		
.....	Interest accrued and not yet due,	625.00	.....
6,022.63	Miscellaneous accrued liabilities,	3.50	3.50
	Profit and loss,	16,844.22	.....
\$382,647.63	Grand total,	\$401,962.72	\$8,493.50

Traffic, Mileage, and Miscellaneous Statistics.

Number of paying passengers carried,	956,972
Total number passengers carried,	956,972
Number of paying passengers per mile of main track operated,	76,190
Passenger car mileage,	232,246.00
Chartered car mileage,	1,037 $\frac{2}{3}$
Total car mileage,	233,283 $\frac{2}{3}$
Receipt per paying passenger,	\$.05
Receipt per total passengers carried, . . . . .	.05
Maximum speed, miles per hour,	12
Average number of employees (including officials) during year,	27
Average amount of salaries and wages paid,	\$14,568.73
State whether or not commutation or other forms of tickets are sold at reduced rates, describing form, and state at what rates sold: A book containing a ticket and 74 coupons, each good for one fare, is sold for \$3.00. The ticket is numbered, and the coupons bear the same number, and are also consecutively numbered. The coupons are not good if detached from the book.	

	Number.
Power house,	1
Car house,	1
Number of vehicles: dump cart,	1
Steam railroad crossings under grade,	2

Characteristics of Road and Equipment.

Track.	Miles owned.	Total miles operated.
Length of first main track,	12.559	12.559
Length of sidings and turnouts, . . . . .	.471	.471
Total computed as single track,	13.030	13.030

RAILS.

"T," weight per yard, 56 pounds ; 13.030 miles, steel.
Gauge of track, 4 feet $8\frac{1}{2}$ inches.

PAYING.

Macadam, 1 mile.

CARS, ETC.

Cars.	Total number.	Equipped with motors.	Equipped with electric heaters.
Closed cars,	5	3	5
Open cars,	9	9	..
Freight cars,	3	..	..
Work cars,	1	1	..
Snow plows,	2	..	..
Total,	20	13	5

Employees.	Number.	Average number of hours on duty per day.	Wages per day.
Conductors,	6	9	\$1.71
Motormen,	6	9	1.71
Watchmen,	1	12	1.75
Roadmen,	6	10	1.50
Engineers,	2	9	2.14
Firemen,	1	12	1.71
Electricians,	1	10	2.28
Machinists and mechanics,	1	10	1.75

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

JAMES ALLDIS,

President.

SAMUEL A. HERMAN,

Treasurer.

STATE OF CONNECTICUT, }
LITCHFIELD COUNTY, } ss.

TORRINGTON, September 15, 1902.

Then personally appeared the above-named James Alldis and Samuel A. Herman, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

CHARLES ALLDIS,

Notary Public.

THE WEST SHORE RAILWAY COMPANY, NEW HAVEN; CONN.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1902.

DESCRIPTION OF LINES.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
Savin Rock	Merwin's Point, Woodmont.	4.37	.12	4.49	Elec.

Capital stock authorized by charter.	Stock Issued.	Bonds Issued.	Capital stock bonds and floating debt per mile of road operated, in- cluding sidings.	Cost construction.
\$200,000.00	\$80,000.00	\$30,000.00	\$24,498.66	\$102,651.36

Cost equipment.	Cost of construction and equipment per mile of road owned.	Cost of con- struction per mile of road operated.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.
\$8,091.47	\$25,341.15	\$23,490.00	\$18,306.64	\$6,864.99

History.

Name of company making this report: West Shore Railway Company.

Date of organization: Dec. 15, 1893. Charter amended, May 29, 1901.

Under laws of what State organized: Connecticut.

What carrier operates the road of this company: The Winchester Avenue R. R.

Company, on basis of payment of interest on bonds and 5% dividend on stock.

Corporate Name and Address of the Company.

The West Shore Railway Company, New Haven, Conn.

Officers of the Company.

Names.	Title.	Residence.
JAMES D. DEWELL,	President,	New Haven, Conn.
ALBERT E. POND,	Secretary-Treasurer,	Boston, Mass.

Directors of the Company.

Names.	Residence.
JAMES D. DEWELL	New Haven, Conn.
JOHN B. CARRINGTON.	" "
ALBERT E. POND,	Boston, Mass.

Capital Stock.

	COMMON.	
	No of shares.	Total par value.
Authorized by charter,	8,000	\$200,000.00
Authorized by vote of the company,	3,200	80,000.00
Issued for actual cash,	2,000	50,000.00
Issued for increased value of road,	1,200	30,000.00
Total amount issued,	3,200	\$80,000.00

Grand total of common and preferred stock now outstanding, \$80,000.00.

Amount of stock held in Connecticut, \$73,575.00.

Total number of stockholders, 73.

Total number of stockholders in State of Connecticut, 63.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
First mortgage	1894	20	\$30,000.00	\$30,000.00	\$30,000.00	\$29,831.00

INTEREST.

Rate.	When Payable.	Accrued during year.
5 per cent.	January and July.	\$1,500.00

Per mile of single track owned, 4.37 miles,	{ Capital stock issued,	\$18,306.64
	{ Funded debt issued,	6,864.99
	Total,	\$25,171.63

Construction and Equipment Accounts.

	Total cost to June 30, 1902.
Track and roadway construction,	\$102,651.36
Miscellaneous equipment,	8,091.47
Grand Total,	\$110,742.83
Cost of construction and equipment per mile of road owned, . .	25,843.89

Comparative General Balance Sheet.

Assets.	Total cost to June 30, 1902.
Construction and equipment,	\$110,742.83
Liabilities.	Total cost to June 30, 1902.
Capital stock,	\$80,000.00
Funded debt,	30,000.00
Accrued liabilities :	
Profit and loss,	742.83
Total,	\$110,742.83

Characteristics of Road and Equipment.

Track.	Miles owned.
Length of first main track,	3.90
Length of second main track, . . . . .	.47
Total,	4.37
Length of sidings and turnouts, . . . . .	.12
Total computed as single track,	4.49
Name of rails, "T"; weight per yard, 60 and 70.	
Gauge of track, 4 feet 8½ inches.	

PAVING.

Belgium block,	Miles. .25
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CARS, ETC.

	Total number.	Equipped with motors.	Fenders, number of.
Closed cars,	3	3	6
Open cars,	2		
Total,	5	3	6

The road owns no cars, but at the termination of the lease the lessee is bound to restore this number of cars to this company.

List of all Accidents During the Year ended June 30, 1902.

Included in report of Winchester Avenue Railroad Company, Lessee.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

JAMES D. DEWELL,
President.

ALBERT E. POND,
Treasurer.

STATE OF CONNECTICUT, }
NEW HAVEN COUNTY, } ss.

New Haven, Sept. 15, 1902.

Then personally appeared the above-named James D. Dewell, President, and Albert E. Pond, Treasurer, of the West Shore Railway Company, and severally made oath that the foregoing certificate by them subscribed, is true.

Before me,

WALTER P. JUDSON,
Justice of the Peace.

THE WINCHESTER AVENUE RAILROAD CO.

Summary of Financial Condition and Results of Operation, Year ending June 30, 1902.

DESCRIPTION OF LINE.		Length of main tracks.	Length of sidings and turnouts.	Total computed as single track.	Motive power.
From	To				
New Haven Green	Savin Rock.	12.89	1.88	19.95	Electricity, Over-head Trolley.
Read Street	City Point.	5.18			
Green	Winthrop Ave.	.....	.....	.....
	West Haven, via Allingtown.	.....	.....	.....
Savin Rock	Woodmont (W. Shore Ry Co. leased.)	4.37	.12	4.49	
Total,		22.44	2.00	24.44	

Capital authorized by charter.	Stock issued.	Bonds issued.	Floating indebtedness.	Capital stock, bonds, and floating debt per mile of road operated, including sidings.	Cost construction.
\$1,000,000	\$800,000	\$500,000	\$196,784. 18	\$61,243.21	\$773,189.41

Cost equipment.	Cost of construction and equipment per mile of road owned.	Cost of construction per mile of road operated.	Gross earnings.	Gross earnings per mile operated.	Operating expenses.
\$436,557.65	\$66,947.81	\$34,455.85	\$267,789.67	\$11,933.58	\$180,550.13

**Summary of Financial Condition and Results of Operation, Year
ending June 30, 1902. — Continued.**

Operating expenses per mile operated.	Net earnings.	Net earnings per mile operated.	Divi- dends.	Interest.	Taxes paid State.	Capital stock issued per mile of road owned.	Bonds issued per mile of road owned.
\$8,045.90	\$87,239.54	\$3,887.68	\$40,000	\$33,704.09	\$16,937.52	\$44,272.27	\$27,670.17

Accidents.

See report of the Fair Haven & Westville R. R. Co.

History.

Name of company making this report : Winchester Avenue Railroad Co.

Date of organization : May 21, 1891.

Under laws of what state organized : Connecticut.

If a consolidated company, name the constituent companies : A consolidation of the Winchester Avenue Railroad Company and the New Haven & West Haven Horse Railroad Company. Winchester Avenue R. R. Co., date of charter, June 5, 1889 ; New Haven & West Haven Horse R. R. Co., date of charter, June 20, 1865.

Amendments granted : June 27, 1866 ; May 29, 1867 ; June 17, 1869 ; May 31, 1870 ; July 22, 1874 (two) ; March 27, 1878 ; March 31, 1881 ; May 21, 1889 ; June 21, 1889 ; June 30, 1893 ; June 20, 1895 ; May 25, 1897 ; May 29, 1901.

Date and authority for each consolidation : Winchester Avenue R. R. Co., June 30, 1893 ; New Haven & West Haven Horse R. R. Co., June 30, 1893.

What carrier operates the road of this company : The Fair Haven & Westville R. R. Co.

Corporate Name and Address of the Company.

The Winchester Avenue Railroad Company, New Haven, Conn.

Officers of the Company.

Names.	Title.	Residence.
HENRY S. PARMELEE,	President,	New Haven, Conn.
SAMUEL HEMINGWAY,	Vice-President,	" "
ALBERT E. POND,	Treasurer,	Boston, Mass.
HENRY F. SPENCER,	Secretary,	West Haven, Conn.

Directors of the Company.

Names.	Residence.
HENRY S. PARMELEE,	New Haven, Conn.
SAMUEL HEMINGWAY,	" "
JOHN B. CARRINGTON,	" "
GEORGE D. WATROUS,	" "
WILBUR F. DAY,	" "
S. HARRISON WAGNER,	" "
JAMES S. HEMINGWAY,	" "
ALBERT E. POND,	Boston, Mass.
HENRY F. SPENCER,	West Haven, Conn.

Capital Stock.

	COMMON.		Cash realized on amount issued.	DIVIDEND DURING YEAR.	
	No. of shares.	Total par value.		Rate.	Amount.
Authorized by charter,	40,000	\$1,000,000.00	.....	5%	.....
Authorized by vote of Co.,	32,000	800,000.00	.....		\$40,000.00
Issued for actual cash,	16,000	400,000.00	\$400,000.00	.....	.....
Issued on account of con- struction,	1,600	40,000.00	.....		.....
Issued for N. H. & W. H. H. R. R. stock,	14,400	360,000.00	.....		.....
Total amount issued,	32,000	\$800,000.00	.....		.....

Grand total of common and preferred stock now outstanding, \$800,000.00.

Amount of stock held in Connecticut, \$29,175.00.

Total number of stockholders, 43.

Total number of stockholders in Connecticut, 22.

Funded Debt.

Description of mortgages, bonds, etc.	Date of issue.	Term of years.	Amount authorized.	Amount issued.	Amount outstanding.	Cash realized on amount issued.
1st mortgage, gold,	Oct., 1892	20	\$500,000.00	\$500,000.00	\$500,000.00	\$490,000.00

INTEREST.

Rate.	When payable.	Accrued during year.
5 per cent.	May 1st and November 1st.	\$25,000.00

Per mile of single track owned, 18.07 miles, {	Capital stock issued,	\$44,272.27
	Funded debt issued,	27,670.17
	Total,	\$71,942.44

Construction and Equipment Accounts.

Item.	Expenditures during year charged to construction or equipment (not included in operating expenses).	Total cost to June 30, 1901.	Total cost to June 30, 1902.
Right of way, }	\$24,237.33	\$397,517.25	\$421,754.63
Track and road construction, }	1,348.35	74,613.54	75,961.89
Electric line construction, }			
Real estate used in operation of road, }		37,625.40	37,625 40
Buildings and fixtures used in operation of road, }		81,495.17	81,495.17
Investment real estate, }	12,311.12	144,041.20	156,352.32
Power plant equipment, }		114,602.71	114,602.71
Shop tools and machinery, }		4,554.96	4,554.96
Cars, }	18,275.00	295,838.31	314,113.31
Electric equipment of cars, }			
Miscellaneous equipment, }		3,286.67	3,286.67
Grand Total,	\$1,153,575.21	\$56,171.85	\$1,209,747.06
Cost of construction and equipment per mile of road owned,			\$66,947.81

Statement in Detail of Additions to Construction and Equipment during the Year.

Track construction : Double tracking West Shore road through "Aims estate",	\$31,811.94
Two turnouts Campbell Avenue,	2,378.44
One " " " car barn,	47.00
Electric line construction for West Shore double track,	1,348.35
Investment real estate : Balance of contracts for peristyle and new booths at Savin Rock Grove,	12,311.12
Cars : 10 car bodies and trucks purchased,	18,275.00
Total,	\$56,171.85

Income Account for Year ending June 30, 1902.

Gross earnings from operation, 27.15% of \$986,-	
333.96,	\$267,789.67
Less operating expenses (excluding all taxes), 27.15%	
of \$627,786.73,	\$170,444.10
Add damages paid by this road account of previous	
years,	10,106.03
Net earnings from operation,	180,550.13
Gross income from all sources,	\$87,239.54
Deductions from income, as follows, viz. :	
Taxes, { On property not used in operation of	
road,	\$1,014.02
State,	16,937.52
Interest on funded debt,	25,000.00
Interest on floating debt,	7,204.09
Rentals of leased lines,	5,500.00
Miscellaneous,	55,655.63
Net income from all sources,	\$31,583.91
Payments from net income as follows, viz. :	
Dividends declared, 5% on \$800,000 common	
stock,	\$40,000.00
Deficit for year ending June 30, 1902,	\$8,416.09

Detailed Statement of Rentals and Leased Lines.

Name of Lessor road.	Total amount of rental paid by lessee.	Portion used for payment of interest on debt of lessor.	Portion used for payment of dividends on capital stock of lessor.
West Shore Ry. Co.,	\$5,500.00	\$1,500.00	\$4,000.00

Analysis of Gross Earnings and Operating Expenses.**EARNINGS.**

This road was operated the past year by the Fair Haven & Westville R. R. Co. upon an agreement that the net earnings, after deducting operating expenses, should be divided between the companies; the Fair Haven & Westville R. R. Co. receiving $72\frac{8.5}{100}\%$, and this company $27\frac{1.5}{100}\%$ of the total net earnings. This gives this company net earnings of \$97,345.57.

Operating Expense Accounts.

Damages,	\$10,106.03
Operating cost, 67.42% of earnings (excluding taxes); operating cost, 74.12% of earnings (including taxes.)	

Cash Statement.**Receipts :**

Cash on hand June 30, 1901,	\$19,465.92
Gross earnings from operation,	.	.	.	.	267,789.67
Notes payable,	.	.	.	.	61,784.18
					<hr/> \$349,039.77

Disbursements :

Operating expenses,	.	.	.	.	\$180,550.13
Taxes,	.	.	.	.	17,951.54
Interest,	.	.	.	.	33,704.09
Dividends,	.	.	.	.	40,000.00
Construction and equipment,	.	.	.	.	56,171.85
Accounts receivable,	.	.	.	.	15,115.12
West Shore dividends,	.	.	.	.	4,000.00
Cash on hand June 30, 1902,	.	.	.	.	1,547.04
					<hr/> \$349,039.77

Comparative General Balance Sheet.

Total June 30, 1901.	Assets.	Total June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$1,153,575.21	Construction and equipment:	\$1,209,747.06	\$56,171.85	.....
	Other Permanent Investments,			
	as follows :			
210,000.00	Stock and property rights,	210,000.00	.....	.....
	Current Assets, as follows :			
19,465.92	Cash on hand,	1,547.04	.....	17,918.88
366.16	Bills receivable,	15,481.28	15,115.12	.....
1,003.00	Coal,	1,003.00	.....	.....
	Accident insurance,	4,995.69	4,995.69	.....
55,949.99	Profit and loss,	54,260.05	.....	1,689.94
<hr/>				
\$1,440,360.28	Totals,	\$1,497,034.12	\$76,232.66	\$19,608.82

Total June 30, 1901.	Liabilities.	Total June 30, 1902.	Increase, year ending June 30, 1902.	Decrease, year ending June 30, 1902.
\$800,000.00	Capital stock,	\$800,000.00	.....	.....
500,000.00	Funded debt,	500,000.00	.....	.....
	Current Liabilities, as follows:			
135,000.00	Loans and notes payable, . .	196,784.18	61,784.18	.....
249.94	Audited Vouchers and Ac-	.....	.....	.....
	counts,	249.94	.....	.....
5,110.34	Accident insurance, . . . .	.....	.....	5,110.34
<hr/>				
\$1,440,360.28	Total,	\$1,497,034.12	\$61,784.18	\$5,110.34

Traffic, Mileage, and Miscellaneous Statistics.

See report of the Fair Haven & Westville R. R. Co. for unanswered questions.

Receipt per paying passenger, 5 cents.

No tickets sold at reduced rates.

	Number.
Power houses,	1
Car houses,	4
Horses owned,	3

Number of vehicles: 2 road scrapers, 1 water cart, 4 wagons.

Other articles of equipment, viz.: 1 tower wagon, 1 wrecking car,
3 express cars, 4 snowplows, 1 sweeper.

	Number.
Steam railroad crossings over grade,	2
Steam railroad crossings under grade,	2

Characteristics of Road and Equipment.

Track.	Miles owned.	Miles leased.	Total miles operated.
Length of first main track, . .	12.89	3.90	16.79
Length of second main track, .	5.18	.47	5.65
Total miles owned, . . .	18.07	4.37	22.44
Length of sidings and turnouts, .	1.88	.12	2.00
Total computed as single track,	19.95	4.49	24.44

RAILS.

Name of rail, "T"; weight per yard, 50-80 lbs.

Gauge of track, 4 ft. 8½ inches.

PAVING.

Stone ballast, cobbles, 13.18 miles.

CARS.

	Total number.	Equipped with motors.	Fenders, number of.	Vestibule, full.	Double truck.	Equipped with electric heaters.
Closed cars, .	35	35	35	7	6	35
Open cars, .	50	50	50	..	20	..
Express cars, .	3	2	2	1	..	..
Work cars, .	3	..	..	..	..	..
Snow plows, .	4	4	..	..	..	..
Sweepers, .	1	..	..	..	..	..
Total, .	96	91	87	8	26	35

EMPLOYEES.

See report of the Fair Haven & Westville R. R. Co.

List of all Accidents During Year ended June 30, 1902.

See report of the Fair Haven & Westville R. R. Co.

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

HENRY S. PARMELEE,
President.

* LEVERETT CANDEE,
Treasurer.

STATE OF CONNECTICUT, }
NEW HAVEN COUNTY, } ss. NEW HAVEN, September 13, 1902.

Then personally appeared the above-named Henry S. Parmelee, President, and Leverett Candee, Treasurer, of the Winchester Avenue R. R. Co. and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me, WALTER P. JUDSON,
Justice of the Peace.

* Leverett Candee elected Treasurer at annual meeting of stockholders, July 28, 1902.

THE WORCESTER & CONN. EASTERN RY. CO.

History.

Name of company making this report: The Worcester & Connecticut Eastern Railway Company.

Date of organization: August 31, 1901.

Under laws of what State organized: Laws of the State of Connecticut. Special laws, 1901, Connecticut, page 747, chapter 193. This Company was chartered as the Thompson Tramway Company, and the corporate name was changed by the Superior Court for New Haven County on January 24, 1902, by Elmer, J., to the Worcester & Connecticut Eastern Railway Company.

Corporate Name and Address of the Company.

The Worcester & Connecticut Eastern Railway Company, Putnam, Conn.

Officers of the Company.

Names.	Title.	Residence.
FREDERICK A. JACOBS,	President,	Danielson, Conn.
E. N. SANDERSON,	General Manager,	New York, N. Y.
EDWIN N. SANDERSON,	Treasurer,	" "
HARRY E. BACK,	Secretary,	Danielson, Conn.
J. BOIES POTTER,	Superintendent,	Webster, Mass.

Directors of the Company.

Names.	Residence.
EDWIN N. SANDERSON, . . .	New York, N. Y.
FREDERICK A. JACOBS, . . .	Danielson, Conn.
HARRY E. BACK, . . .	" "

Capital Stock.

	COMMON.		Cash realized on amount issued.
	No. of shares.	Total par value.	
Authorized by charter, . . .	500	\$50,000.00	.....
Authorized by vote of Company,	500	50,000.00	.....
Issued for actual cash, . . .	500	50,000.00	\$50,000.00
Total amount issued, . . .	500	\$50,000.00	\$50,000.00

Grand total of common and preferred stock now outstanding, \$50,000.00.

Amount of stock held in Connecticut, \$50,000.00.

Total number of stockholders, 3.

Total number of stockholders in the State of Connecticut, 3.

Construction and Equipment Account.

[Road in the hands of Contractors.]

We hereby certify that all the statements in the foregoing return contained, to the best of our knowledge and belief, are full, just, and true.

FREDERICK A. JACOBS,

President.

EDWIN N. SANDERSON,

Treasurer.

STATE OF CONNECTICUT, }
COUNTY OF WINDHAM, } ss.

KILLINGLY, September 12, 1902.

Then personally appeared the above-named Frederick A. Jacobs and Edwin N. Sanderson, and severally made oath that the foregoing certificate, by them subscribed, is true.

Before me,

HARRY E. BACK,

Justice of the Peace.

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LAWS

RELATING SPECIALLY TO

RAILROADS.

Statutes Relating Specially to Railroads.

ARTICLE TWENTY-FIVE. — CONSTITUTION OF CONNECTICUT.

Adopted October, 1877.

No County, City, Town, Borough, or other municipality, shall ever subscribe to the capital stock of any railroad corporation, or become a purchaser of the bonds, or make donation to, or loan its credit, directly or indirectly, in aid of any such corporation; but nothing herein contained shall affect the validity of any bonds or debts incurred under existing laws, nor be construed to prohibit the General Assembly from authorizing any Town or City to protect by additional appropriations of money or credit any railroad debt contracted prior to the adoption of this amendment.

Town aid to
railroad corpo-
rations pro-
hibited.

TITLE ONE. — CHAPTER 1.

§ 1. Construction of statutes: words and phrases. In the construction¹ of all statutes of this state, words and phrases shall be construed according to the commonly approved usage of the language;² and technical words and phrases, and such as have acquired a peculiar and appropriate meaning in the law, shall be construed and understood accordingly.

1865.
Rev. 1888, §1.

The phrase "railroad company" shall be construed to mean and include all corporations, trustees, receivers, or other persons, that lay out, construct, maintain, or operate a railroad operated by steam power, unless such meaning would be repugnant to the context or to the manifest intention of the general assembly.

1884.
Railroad.
company.

Art. 25. An act authorizing an assessment of damages against a city for change of highway lines for necessary relocation of railroad line, is not within this provision. 54 C. 277.

§ 1. (1) The history and progress of laws furnish a legitimate and useful aid in their construction, 20 C. 518; (2) 61 C. 12, 63 C. 388; (3) 57 C. 57; (4) 57 C. 57; (5) 67 C. 289, 68 C. 515; (6) 59 C. 367, 67 C. 48, 49, 469, 70 C. 565.

TITLE TWO. — CHAPTER 2.

1844, 1865.
Rev. 1888, §392.

§ 12. Petition concerning railroad, railway, or canal charter. No petition for the incorporation of any railroad, street railway, or canal company, or for an alteration of the charter of any such company, shall be heard by the general assembly, unless public notice shall have been given by advertisement in some newspaper published in the county where such railroad, street railway, or canal is proposed to be, or is, located, at least three weeks before the first day of the session to which such petition is brought, designating the intended route of such railroad or canal, the streets, highways, and other intended route of such street railway, or the proposed alteration of such charter, nor unless the petition for such railroad company is accompanied with, and supported by, the report of a skillful engineer, founded on examination, showing the general profile of the surface of the country through which said railroad is proposed to be made, the intended manner of its construction, the feasibility of the route, the character of the soil, and the probable expense of construction.

TITLE THREE. — CHAPTER 5.

1867.
Rev. 1888, §296.
1893, ch. 14, §1.

§ 77. Railroad and steamboat policemen. The governor may, from time to time, upon the application of any railroad, street railway, or steamboat company, engaged in the business of transportation in this state, commission, during his pleasure, one or more persons designated by such company, who, having been duly sworn, may act at its expense as policemen upon the premises used by it in its business, or upon its cars or vessels. When any such commission is issued or revoked, the executive secretary shall notify the clerk of the superior court of each county in which it is intended that such policemen shall act.

1867.
Rev. 1888, §297.
1893, ch. 14, §2.

§ 78. Their powers. Every railroad, street railway, or steamboat policeman, may arrest in his precinct for all offenses committed therein, and bring the offender before proper authority.

1867.
Rev. 1888, §298.
1893, ch. 14, §3.

§ 79. To wear an official badge. Every such policeman shall, when on duty, wear, in plain view, a shield bearing the words "railroad police," "street railway police," or "steam-

boat police," as the case may be, and the name of the company for which he is commissioned.

TITLE THREE. — CHAPTER 8.

§ 134. Reports; number of, time of printing. He shall cause to be printed at the expense of the state, annually, a sufficient number of copies of each of the following annual reports, not exceeding the number hereinafter stated, that is to say: of the railroad commissioners, twenty-two hundred. . . . Such additional number not exceeding three hundred and seventy-five of any report made to the governor or to the general assembly, may be so caused to be printed, for exchange by the state librarian with other states and countries, and for distribution to such public libraries in this state as may request them.

1885, 1887.
Rev. 1888, §331.
1889, chs. 12, 32,
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1893, ch. 18, §1.
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46, §4.
1897, ch. 232, §4.
1899, ch. 147, §2.
1901, chs. 8, 30.

TITLE FOUR. — CHAPTER 23.

§ 274. Trustee of railroad corporation may release interest. The trustee of the estate of any railroad corporation in settlement as an insolvent estate may, if the assets of such estate shall not otherwise be sufficient to pay the claims allowed by the commissioners and the expenses of settling the estate, release, subject to any prior existing lien or title to any proprietors of land, any right of way or other easement or incumbrance which said corporation may have in or upon the same, upon such terms as shall be approved by the court of probate.

1858, 1885.
Rev. 1888, §517.

TITLE SIX. — CHAPTER 58.

§ 917. Levy on interest of one railroad in another's property. The levy of executions on the equitable right or interest which any railroad corporation may have in the whole, or any part of the real estate, right of way, or roadbed, of any other railroad corporation, together with the income, rents, and profits which may be due or coming due thereon, shall be by leaving a true and attested copy thereof with the treasurer, secretary, or clerk, of said last-named corporation, with an attested certificate by the officer making such levy, that he levies upon such right or interest to satisfy such execution; and thereupon he shall post the same upon some signpost in the town where such last-named corporation has its office or principal place of busi-

1856.
Rev. 1888, §1178.

ness in this state, and, as in cases of personal property, shall, at vendue, sell the same, together with such income, rents, and profits, or so much of them as shall be sufficient to satisfy said execution, and shall give to the purchaser a written conveyance of such right and interest, and shall also leave with such treasurer, secretary, or clerk, a true and attested copy of such execution, and of his return thereon; and the purchaser shall thereupon become entitled to said right and interest, and to all rents, profits, and income thereon, to which such debtor was entitled.

TITLE SEVEN. — CHAPTER 84.

1852, 1873.
Rev. 1888, §1429.

§ 1182. Placing obstructions on railroads. Every person who shall wilfully place any obstruction upon any railroad, or who shall loosen, tear up, or remove any part of a railroad, shall be imprisoned in the state prison not more than ten years; and if he shall do the same with intent to throw any locomotive or car from the track of such railroad, or to obstruct any car in motion, he shall be imprisoned in such prison not more than thirty years.

1871.
Rev. 1888, §1431.

§ 1184. Displacement of switches or injury to signals on railroads. Every person who shall wilfully displace any switch upon any railroad, or injure, or destroy any electric signal in use thereon, or any material or property appertaining thereto, or who shall interrupt the use of any wire, lever, pin, or battery, used to operate such signal, or its connection therewith, shall be fined not more than one thousand dollars, and imprisoned in the state prison not more than ten years.

1895, ch. 213.

§ 1199. Breaking and entering railroad car for criminal purpose. Any person who shall at any time break and enter any railroad car, with intent to commit a crime therein, shall be imprisoned not more than ten years.

1895, ch. 113.

§ 1208. Theft or embezzlement of passage tickets. Every person who shall steal any ticket, coupon, check, or other paper or writing, lawfully issued by any common carrier, entitling or purporting to entitle the holder or proprietor thereof to a passage upon any railroad or in any vessel or other public conveyance; or who shall falsely make, alter, forge, or counterfeit any such coupon, check, or other paper or writing, or who

shall embezzle any such ticket, coupon, check, or other paper or writing, shall be fined not more than five hundred dollars, or imprisoned in a jail not more than one year, or both.

§ 1235. Nuisances on railroad tracks or in depots.

Every person who shall cast, empty, or discharge, or permit to be cast, emptied, or discharged, any filth, rubbish, foul or offensive wash or water, or the contents of any privy, vault, cess-pool, or sewer, upon or into any railroad or railroad depot in any city, shall be fined not more than fifty dollars, half of which shall be paid, by order of court, to the person furnishing to the proper officer information that leads to a conviction.

1866.
Rev. 1888, §1473.

§ 1236. Nuisances on railroad bridges.

Every person who shall commit any nuisance in or upon any railroad bridge shall be fined not more than seven dollars, or imprisoned not more than thirty days, or both.

1869.
Rev. 1888, §1474.

§ 1241. Wilful injury to electric railway appliances.

Every person who wilfully and unlawfully displaces, removes, cuts, injures, or destroys any wire, insulator, pole, dynamo, or motor attached, appertaining to, or connected with, any railroad or street railway operated by electricity, shall be fined not more than five hundred dollars, or imprisoned not more than three years.

1895, ch. 72.

§ 1242. Unlawful appropriation of electric current.

Every person who shall, without permission, knowingly withdraw or cause to be withdrawn, and appropriate to himself for his own use or for the use of any other person, any current of electricity from the wires of any person or corporation authorized to manufacture, sell, or use electricity for the purpose of light, heat, or power; and any person having permission to use the said electric current for certain specified purposes, who shall knowingly, wilfully, and intentionally withdraw or cause to be withdrawn such electric current for any other purpose; and every person to whom such electric current is furnished from or by means of a meter, who shall wilfully and with intent to cheat and defraud any of said persons or corporations, alter or interfere with such meter, or by any contrivance whatsoever, withdraw or take off the electric current in any manner except through such meter, shall be fined not more than fifty dollars, or imprisoned not more than ninety days, or both.

1897, ch. 53.

1869.
Rev. 1888, §1483.

§ 1249. Wilful injury to baggage on public conveyances. Every person whose duty it is to handle, remove, or take care of the baggage of passengers, by any public conveyance, who shall wilfully or recklessly injure or destroy any article of baggage, while loading, transporting, unloading, delivering, or storing the same, shall be fined not more than fifty dollars, half of which shall be paid by order of the court to the person who shall make complaint.

TITLE SEVEN. — CHAPTER 86.

1874.
Rev. 1888, §1517.
1895, ch. 87.

§ 1293. Abandonment or obstruction of engines or cars. Every person who shall unlawfully, maliciously, and in violation of his duty or contract, unnecessarily stop, delay, or abandon any locomotive, car, or train of cars, or street railway car, or shall maliciously injure, hinder, or obstruct the use of any locomotive, car, railroad, or street railway car, or street railway, shall be fined not more than one hundred dollars or imprisoned not more than six months.

1874.
Rev. 1888, §3603.
1889, ch. 44.

§ 1294. Wilful hindering street railway company in use of its tracks. Every person who shall wilfully hinder any electric, cable, or street railway company in the use of its roads or tracks, shall be fined not more than fifty dollars, or imprisoned not more than three months, or both.

TITLE SEVEN. — CHAPTER 88.

1874.
Rev. 1888, §1544.

§ 1334. Transportation of animals on railroads. No railroad company, in transporting animals, shall permit them to be confined in cars more than twenty-eight consecutive hours, except when transported in cars in which they have proper food, water, space, and opportunity for rest, without unloading them for food, water, and rest, for at least five consecutive hours, unless prevented by storm or other accidental cause; and in estimating such confinement, the time during which the animals have been confined, without such rest, on connecting roads from which they are received, shall be included. Animals so unloaded shall be properly fed, watered, and sheltered during such rest by the owner or person having their custody, or on his neglect, by the railroad company transporting them, at his expense; and said company shall, in such case, have a lien upon such

animals for food, care and custody furnished, and shall not be liable for any detention of them for such purpose; and any such company, owner, or custodian of such animals, who shall not comply with the provisions of this section, shall be fined not more than five hundred dollars. The knowledge and acts of agents of, and of persons employed by such company, in regard to animals transported, owned, or employed by it, or in its custody, shall be held to be its acts and knowledge.

TITLE SEVEN. — CHAPTER 89.

§ 1373. Neglect to close gates and bars at railroad crossings. Every person who shall enter upon, or cross a railroad at any private way which is closed by gates or bars, and shall neglect to securely close them, shall be fined not more than ten dollars, and shall be liable for any damage resulting therefrom. 1876.
Rev. 1888, §1573.

TITLE SEVEN. — CHAPTER 91.

§ 1423. False returns to commissioners. Every person who shall wilfully make false report to the insurance commissioner or the railroad commissioners, or who shall testify or affirm falsely to any material fact in any matter wherein an oath or affirmation is required or authorized, or who shall make any false entry or memorandum upon any book, paper, report, or statement of any insurance or railroad company, with intent in either case to deceive the insurance commissioner, or the railroad commissioners, or any agent appointed to examine the affairs of any such company, or to deceive the stockholders or policy-holders or any officer of any such insurance or railroad company, or to injure or defraud any such company, and any person who, with like intent, aids or abets another in any violation of this section, shall be imprisoned not more than five years. 1889, ch. 121.

§ 1428. Fraudulent evasion of payment of fare. Every person who shall fraudulently evade or attempt to evade the payment of the lawful fare for his conveyance in any electric or street railway car, or for the use of any public hack, carriage, or express wagon, shall be fined not more than seven dollars, or imprisoned not more than thirty days, or both. 1867, 1871.
Rev. 1888, §1591.
1889, ch. 68.
1895, ch. 87.

§ 1429. Fraudulent issue and use of transfer ticket upon public conveyance. Every conductor of a street railway 1899, ch. 153.

car or other public conveyance, and every other person whose duty it is to collect fares on such car or conveyance, or issue a transfer ticket, or written or printed instrument, giving, or purporting to give, the right of transfer to another person or persons from a public conveyance operated upon one line or route of a street railway, to a public conveyance upon another line or route of a street railway, or from one car to another car upon the same line of a street railway, who shall knowingly and with intent to defraud the person or corporation operating such public conveyance or car, issue, sell, or give any such transfer ticket or instrument to another person not lawfully entitled thereto, or receive, use, or return any such transfer ticket or instrument unlawfully issued or presented for fare, in lieu of a regular cash fare, or substitute any such transfer ticket or instrument for any cash fare collected by him; and every person who shall fraudulently and with intent to evade the payment of a fare, receive and use or offer for passage any transfer ticket or instrument not originally issued to him; and every person who shall sell or give any such transfer ticket or instrument originally issued to him, to another person with intent to have such transfer ticket or instrument used or offered for passage by such other person, shall be fined not more than fifty dollars, or imprisoned not more than thirty days, or both.

TITLE TEN. — CHAPTER 121.

1899, ch. 216, §2.

§ 1950. Street railway company to sprinkle street or highway, when. Every street railway company operating a street railway upon any part of a street or highway the remaining width of which shall be sprinkled by the town, city, or borough within which such street or highway is located, shall itself sprinkle with water so much of the width of said part of said street or highway as is included within its tracks and a space of two feet on the outside of the outer rails thereof, to the acceptance of said town, city, or borough; and said town, city, or borough shall furnish such street railway company, free of expense to such company, the water to be used for such sprinkling. Any town, city, or borough, and any street railway company operating therein, shall have the power to contract together for the sprinkling with water by the street railway company of the whole width or any part of a street or highway along which said company operates a street railway, and said town, city, or borough

shall obtain and furnish to such street railway company water to be used in sprinkling streets or highways in such town, city, or borough.

TITLE ELEVEN. — CHAPTER 125.

§ 2018. Bridges over railroad tracks. The bottom timbers of all bridges constructed over any railroad track after July ninth, 1869, shall not be less than eighteen feet above the rails, unless the railroad commissioners require a less height and prescribe the same in writing. 1869, 1871.
Rev. 1888, §2671.

§ 2039. Damages for obstructing street with railroad cars. Any person traveling upon any public street or highway, which is crossed by a railroad, who shall be obstructed or prevented from crossing such railroad for a longer time than five minutes, by reason of trains, cars, or locomotives, standing upon or across such street or highway, may recover ten dollars and costs from the corporation owning or operating said railroad; *provided* suit is brought within thirty days after the date of such obstruction. 1866, 1878.
Rev. 1888, §2692.
1893, ch. 250.

§ 2040. Highways in cities not to be obstructed by railroad trains. When any railroad crosses a highway in any city at grade within two hundred feet of a covered bridge on said highway, such highway shall not be obstructed by the making up of railroad trains, nor by allowing any train, car, or locomotive, to stand on or across said highway for more than three minutes at one time; and whenever such highway has been once so used or occupied, or whenever a locomotive or train has passed entirely over it, said highway shall not again be so used or occupied or crossed by locomotive or cars, until a sufficient time has been allowed to enable all teams which are ready and waiting for the purpose to cross the tracks of said railroad. Any servant, agent, or employee of any railroad corporation wilfully violating any provision of this section shall be fined not more than seven dollars, or imprisoned not more than thirty days, or both. 1881.
Rev. 1888, §2693.

§ 2047. Highways laid out near railroad need approval of judge. No highway which does not cross a railroad track shall be laid out or opened to the public within one hun- 1878.
Rev. 1888, §2700.

§ 2047. Judge shall consider danger more than expense. 64 C. 256.

dred yards of any railroad track unless the layout has been approved by a judge of the superior court, after notice to all parties in interest, and his written approval lodged in the office of the town clerk of the town in which the proposed highway is situated. No judge shall approve any such layout unless he finds that public convenience and necessity require such highway to be within such distance, and upon such approval the judge may require any town opening a highway to the public within such distance to erect and maintain such a fence between such highway and the railroad track as in his opinion the safety of the public may require.

1874, 1875, 1882.
Rev. 1888, §2703.
1895, ch. 211.
1901, ch. 66.

§ 2051. Damages or benefits by change of grade of highway. When the owner of land adjoining a public highway, or of any interest in such land, shall sustain special damage or receive special benefits to his property by reason of any change in the grade of such highway, or by reason of excavations in such highway, made in the process of repairing the same by the town, city, or borough, in which said highway may be situated, or by any corporation whether acting by authority or direction of the railroad commissioners or otherwise, such town, city, borough, or corporation, shall be liable to pay to such owner the amount of such special damage, and shall be entitled to receive from him the amount or value of such special benefits, to be ascertained in the manner provided for ascertaining damages and benefits occasioned by laying out or altering highways. Whenever spe-

§ 2051. Railroad company legally changing grade of street liable for actual damage to landowner. 22 C. 74. Damages paid by city for land taken for street include damages from grading. 44 C. 252; 47 C. 314. Municipality might (before statute) change grade of street without liability for necessary damage to adjoining owners. 47 C. 313. City liable by statute for damage from change of grade, and neglecting to ascertain damage by statutory method, is liable to action at law. 49 C. 398. Adjoining owner acquires by use no right to basement steps in sidewalk, and recovers no damage for changed grade of sidewalk making them useless. 61 C. 522. Adjoining owner may recover value of sidewalk destroyed by change of grade. 62 C. 456; 63 C. 426. When town changes grade without notice, adjoining owner may have action at law. 63 C. 426. Selectmen may submit to arbitration damage to adjoining owner from change of grade. 64 C. 88. What is to be considered in fixing damage from change of grade. 66 C. 320, 413. Adjoining landowner cannot maintain action at law for damage from change of grade until municipality has failed to perform duty to ascertain damage in statutory manner. 68 C. 72. Adjoining owner may recover damage from change of grade probable when he built. 71 C. 652. City liable for damages from change of grade made under order of railroad commissioners. 72 C. 283. Damages measured by diminution in value of party's land, regardless of the quantity of his interest. 72 C. 292.

cial benefits shall be finally assessed and established concerning any lands or interests therein, under the foregoing provisions, such town, city, borough, or corporation, shall have a lien upon the lands concerning or upon which they are so assessed, to be established and enforced in the manner provided for establishing and enforcing liens for benefits occasioned by public works in the town, city, or borough, in which such highway is situated.

§ 2060. Highway unsafe by railroad occupation altered by court. The superior court of the county in which is any highway, or any portion thereof, taken for railroad purposes by any other corporation than a street railway company, unless such highway or portion thereof is in a city or borough which has control of its highways, or has been constructed since such railroad, may, upon the petition of any party interested, served upon said company as other civil process, appoint a committee of three to inquire whether such highway or portion thereof is unsafe for travel by reason of such railroad, or whether any alteration of such highway or the construction of a new highway is thereby rendered necessary for the public safety and convenience; and such committee shall hear said parties and report their opinion thereon to said court, which may make any proper order in the premises; and if it shall order any such alteration or construction, and said company shall refuse to comply with such order, said town shall alter or construct such highway and may recover the expense thereof from said company.

1866.
Rev. 1888, §2712.

§ 2081. Highway crossing railroad. When deemed discontinued. Any public highway crossing a railroad, the use of which crossing has been abandoned for a period of at least fifteen years, shall be deemed discontinued.

1897, ch. 207.

§ 2094. State payment for drawbridge crossed by street railway. Every town or city, owning, operating, and maintaining a drawbridge over and across which any street railway company operates its cars shall, upon the presentation to the comptroller of a certificate to that effect, signed by the selectmen of such town or the mayor of such city, receive from the state annually the sum of five hundred dollars for each and every such drawbridge.

1901, ch. 145, §1.

1877.
Rev. 1888, §3835.

§ 2330. Taxation of dwelling houses of railroad companies. Every dwelling house belonging to any railroad company shall be set in the list and taxed in the town where said dwelling house is situated, notwithstanding the fact that the same may be rented to or occupied by an employee of said railroad company; and the amount paid for taxes on any such dwelling house or houses shall be deducted from the sum required by law to be paid by such railroad company for taxes to the state.

TITLE THIRTEEN. — CHAPTER 147.

1864, 1869, 1871,
1875, 1876, 1882,
1887.
Rev. 1888, §3919.

§ 2423. Returns by railroad companies. The secretary or treasurer of every railroad company, any portion of whose road is in this state, or if such portion of said road is in the hands of a trustee or receiver, then such trustee or receiver shall, on or before the fifteenth day of November, annually, deliver to the comptroller a sworn statement of the condition and affairs of said company or road as they existed on the thirtieth day of the preceding September, in the following particulars, namely: the number of shares of its stock, and if the same consists of different classes, then of those of each class, and the market value of each share, the dividends paid per share on each class of said stock during the year preceding such thirtieth day of September, and the dates of said payments, the amount of its funded and floating debt, and the market value of any of such indebtedness which is below par in value, the number, amount, and market value of any unpaid bonds secured by mortgage on the property of said company by any of its predecessors in title and legally convertible into the capital stock of such company, the amount of bonds issued by any town or city of the description mentioned in § 2315, when the avails of such bonds, or stock subscribed and paid for therewith, shall have been expended in such construction, the amount of money actually on hand in cash in the treasury or in the possession of the proper officers or agents of the company or of any such trustee or receiver, the amount paid for taxes in this state during the year ending on said thirtieth day of September upon any real estate owned by said company, trustee, or receiver, and not used for railroad

§ 2423. Cash on hand means money or instruments which pass from hand to hand or are immediately convertible into money. 60 C. 327. Tax on railroads running into other states constitutional. 60 C. 327.

purposes, the whole length of the road, and the length of those portions thereof lying without this state.

§ 2424. Tax on railroad companies. Every such railroad company, trustee, or receiver, shall, on or before the twenty-fifth day of November, annually, pay to the state one per cent. of the valuation, made and corrected by the board of equalization, of said stock, and one per cent. of the par value of such funded and floating indebtedness, as required to be contained in said statement, or, if any of said indebtedness is worth less than par, then one per cent. of its valuation made and corrected by said board, after deducting from such valuations the amount of any bonds or other obligations of said company, or of their market value, if below par, which may be held in trust for said company as a part of any sinking fund belonging to it, and also deducting from said sum required to be paid, the amount paid for taxes in this state during the year upon any real estate owned by said company, trustee or receiver, and not used for railroad purposes; and the valuation so made and corrected by said board shall be the measure of value of such railroad, its rights, franchises, and property in this state for purposes of taxation; and this sum shall be in lieu of all other taxes on its franchises, funded and floating debt, and railroad property in this state.

1864, 1869, 1871,
1875, 1882, 1887,
Rev. 1888, §3920.

§ 2425. Tax when only part of railroad lies in this state. When only part of a railroad lies in this state, the company owning such road shall pay one per cent. on such proportion of the above-named valuation as the length of its road lying in this state bears to the entire length of said road. But in fixing the aforesaid valuation and lengths, neither the value nor length of any branch thereof in this state, which the board of equalization shall determine to be of less value per mile than one-fourth of the average value per mile of the trunk road, shall

1864, 1876.
Rev. 1888, §3921.

§ 2424. Exemption of original capital applied to increase, including preferred stock. 30 C. 290. This section does not exempt railroad bonds in the hands of holders. 33 C. 187. Assessments of benefits not within this section as a tax. 36 C. 255. Exemption from other taxation not limited to that used for railroad purposes. 40 C. 491. What property regarded as used for railroad purposes. 40 C. 498. Statute seeks to tax value of property within this state devoted to railroad purposes. 42 C. 103; 48 C. 53. Compensation for additional burden because of street railway not a tax. 67 C. 198.

§ 2425. No deduction because of leased lines in another state not owned. 48 C. 44.

be included; but every such branch shall be estimated at its true and just value by the board of equalization, and such railroad company shall pay to the treasurer of this state one per cent. on such value, at the time fixed in § 2424 for the payment of other railroad taxes; and when any such sum becomes due, and such company shall not have then the management and control of its road, or the road bearing its name, the person or corporation then owning or managing such railroad shall pay such sum to the state within the time above prescribed.

1862.
Rev. 1888, §3922.

§ 2426. Lessee of railroad may deduct taxes paid from rent. The taxes paid by the lessee of any railroad, under any contract or lease, existing on the tenth day of July, 1862, may be deducted from any payments due or to become due to the lessor, on account of such contract or lease.

1881.
Rev. 1888, §3923.
1895, ch. 74.
1899, ch. 31.

§ 2427. Returns as to railroad in other state, or boat company. Every railroad company in this state, which holds by lease or otherwise, a railroad in another state, which is not a part of its own road, shall state in its annual return for the purposes of taxation, how much of its funded and floating debt was occasioned by, and how much of its capital stock was issued for, any amount which has been expended by it in the construction or permanent improvement of such railroad in another state, or in the purchase of equipment for exclusive use thereon; and how much of its capital stock was issued, under the provisions of any law of this state, in exchange for, or purchase of, the capital stock or obligations of any railroad corporation whose line of railroad is without the limits of this state; and in computing the amount of tax to be paid by said company to this state, the amount of such funded or floating debt, and of such stock so occasioned or issued as aforesaid, shall be first deducted from the total amount of its funded and floating debt and stock; and such railroad company shall in said return report how much of its funded and floating debt was occasioned by, and how much of its capital stock was issued for, the purchase of the capital stock or obligations of any steamboat company operating a line of steamboats in connection with the line of said railroad company, and in computing the amount of tax to be paid by such railroad company to this state, the amount of such funded and floating debt and of such capital stock shall be deducted from the total amount of its funded and floating debt and stock.

§ 2428. Returns by railroad mortgagees in possession. The mortgagees or trustees of any railroad lying in whole or in part in this state, who have, or shall hereafter, come into possession of the same by virtue of any mortgage thereof, shall, within the first ten days of October, annually, so long as they remain in possession of said railroad, deliver to the comptroller a sworn statement of the value of said road, its equipment and other property located in this state, and in their hands, as such mortgagees or trustees. 1875.
Rev. 1888, §3924.

§ 2429. Tax on railroad in hands of mortgagees or trustees. Said mortgagees or trustees shall, on or before the twentieth day of October in each year, or as soon thereafter as the earnings of said road or other moneys in their hands will allow, pay to the state a sum equal to one per cent. on the value of said road, equipment, and other property, less the amount of taxes paid by them on any real estate in their hands not used for railroad purposes. 1875.
Rev. 1888, §3925.

§ 2430. Return and payment when another company buys railroad. In all cases in which the road and estate of any railroad company has been, or shall be, foreclosed under any mortgage executed by it, and any other railroad company has become or shall become, by purchase or otherwise, the owner of said road and estate so foreclosed, such other company shall make the returns and payments required by this chapter, and any funded or floating indebtedness for which such railroad and estate is liable shall be considered, for the purpose of this enactment, as the indebtedness of said company, whether the same may have been contracted by it or by some predecessor in title. 1875.
Rev. 1888, §3926.

§ 2431. Taxes to be liens on railroad property. Any and all taxes which shall become due to the state from any railroad company, or from the mortgagees or trustees of any railroad under the provisions of this chapter, shall be and remain a lien on the road and property on account of which said tax is imposed, until the same shall be paid, and shall take precedence of any and all other incumbrances and liens whatever. 1875.
Rev. 1888 §3927.

§ 2432. Taxation of street railways. The existing statutes with regard to the taxation of railroads shall apply, extend to, and include all street railways of every description. 1893, ch. 209.

1887.
Rev. 1888, §3931.
1899, ch. 171.

§ 2442. Value of certain railroad stocks, how determined. If any railroad company, during the two years ending on the thirtieth day of September next preceding the time for making such annual returns, has paid regular dividends at the same annual rate per cent. on all or any class of its shares of stock, the market value of each share of such stock, or class of stock, as the case may be, for the purpose of the returns so to be made as aforesaid, shall be the average of the closing bids or prices offered for said stock or any shares thereof during the twelve consecutive months preceding the time for making such returns, as regularly published by any board of brokers, such board being named in said returns; and every party whose duty it is to make such returns shall adopt, in making the same, such average price as the invariable standard of said market value, and the board of equalization in examining and correcting said returns, and in making out the statements required to be made, as the case may be, shall conform to and adopt such valuation, unless they shall be of the opinion that the interests of the state require that the market value of said stock shall be otherwise ascertained, in which case they may find, upon the best information which they can obtain, and fix, a different valuation. As to all other shares of stock in any railroad company, the market value thereof shall be ascertained and returned, as far as possible, in the same manner as is hereinbefore provided for the shares of stock upon which regular dividends have been paid as aforesaid, but in such returns any facts may be stated showing that such market value differs from the true value, and the board of equalization, in examining and correcting said returns and in making out the statements required to be made, shall regard said market value, if it can be so ascertained, as the proper standard of the value of such shares, unless from the facts stated, or from other information, they shall think it proper to adopt a different valuation, which they in such cases may do.

§ 2443. Valuation in certain cases. In all cases where for any reason it is not possible or feasible to fix or ascertain the market value for any stock in the manner aforesaid, it shall be returned by the party, whose duty it is to make such return, at the price of the last reported market sale of said stock, and in such cases the board of equalization may, in correcting said returns,

and making out any statements so required to be made, fix and determine, according to the best information which they can obtain, any valuation for said stock which they may think proper.

TITLE TWENTY-SIX.

RAILROAD AND RAILWAY CORPORATIONS, AND RAILROAD COMMISSIONERS.

CHAPTER 212.

Organization and Powers of Steam Railroad Companies.

§ 3658. Twenty-five persons may form company.

1871.
Rev. 1888, §3433.

Any number of persons not less than twenty-five may form a company for the purpose of constructing, maintaining, and operating a railroad for public use in the conveyance of persons and property.

§ 3659. Articles of association.

1871.
Rev. 1888, §3434.

The persons forming such company shall sign articles of association, in which shall be stated: first, the name of the company; second, the place where its principal office or place of business is located, which shall be and continue in this state; third, the places from and to which and the names of all the towns through and into which it is proposed to construct, maintain, and operate said road; fourth, the length of said railroad, as nearly as may be; fifth, the amount of capital stock of the company, which shall not be less than ten thousand dollars for every mile of road proposed to be constructed; sixth, the names and residences of not less than nine directors of said company, who shall be chosen by the persons subscribing said articles of association, and a majority of whom shall be residents of this state, and who shall manage its affairs for one year. The amount of the funded and floating debt of any such company shall at no time exceed the amount of cash actually paid in upon its capital stock.

1871.
Rev. 1888, §3425.

§ 3660. Subscriptions for capital stock. Filing of articles. The capital stock of such company shall be divided into shares of one hundred dollars each, and each subscriber to such articles of association shall subscribe thereto his name, residence, and the number of shares of such stock which he agrees to take. On compliance with the provisions of § 3661, such articles of association may be filed in the office of the secretary of state, who shall indorse thereon the date of their filing, and record them; and thereupon the persons who have subscribed such articles, together with all persons who shall become stockholders of such company, shall be a corporation by the name specified in such articles.

1871.
Rev. 1888, §3436.

§ 3661. Engineer's report. Directors' affidavit. Evidence of corporate existence. Such articles of association shall not be filed or recorded unless they are accompanied by the report, under oath, of a skillful engineer, founded on an actual examination of the route, showing the character and structure of the proposed roadbed, with its indications of rock or earth cuttings, the manner in which it is proposed to construct such railroad, the general profile of the surface of the country through which it is proposed to be made, the feasibility of the route, and an estimate of the probable expense of constructing the same; a copy of which report shall be kept on file in the office of the secretary of state; nor shall such articles of association be filed or recorded until at least five thousand dollars of stock for every mile of railroad proposed to be made is subscribed for, and ten per cent. of such subscription paid in cash to the directors named in said articles, nor unless there is annexed thereto an affidavit made by at least three of said directors, that the amount of stock required by this section has been in good faith subscribed for and ten per cent. in cash paid thereon as aforesaid, and that it is intended in good faith to construct the road named in such articles. A copy of any articles of association filed and recorded as aforesaid, or of the record thereof, certified by the secretary of state, shall be *prima facie* evidence of the due formation, existence, and capacity of such corporation.

§ 3660. The stockholder's subscription establishes his relation to the company and his obligation to pay installments duly called in. 22 C. 452. Amendment to charter does not usually affect stockholder's contract of subscription. 38 C. 72.

§ 3662. Books for subscriptions to stock. When such articles of association are recorded in the office of the secretary of state, the directors may, in case the whole of the capital stock is not subscribed for, open books of subscription in such places and on such notice as they may deem expedient, and may continue to receive subscriptions until the whole of the capital stock is subscribed for; and no subscription shall be received unless accompanied by a payment of ten per cent. Such company shall not commence the construction of its road until at least ten thousand dollars a mile is subscribed to the capital stock thereof by responsible persons.

1871.
Rev. 1888, §3437.

§ 3663. Increase of stock. When any railroad company shall desire to increase its capital stock, it shall make application in writing to the railroad commissioners, setting forth the amount to which and the purpose for which it is desired to make such increase. Whereupon the commissioners shall fix a time and place for hearing such application, and require such notice thereof to be given as they may deem reasonable.

1878.
Rev. 1888, §3450.

§ 3664. Recommendation by railroad commissioners. The commissioners shall make a finding of all the essential facts presented to them in regard to such proposed increase of capital stock, and report the same to the next session of the general assembly, with a recommendation whether such increase should be allowed or not, and, if allowed, the manner in which and terms upon which such stock should be issued.

1878.
Rev. 1888, §3451.

§ 3665. Special authority for increase required. No such company shall increase its capital stock except by special authority of the general assembly, nor shall such authority be given except upon the recommendation of the commissioners, made pursuant to § 3664.

1878.
Rev. 1888, §3452.

§ 3666. Other companies prohibited from holding stock. No other railroad company shall subscribe for, take, or hold, either directly or indirectly, any stock or bonds of any railroad company established under the said general law, unless specially authorized by the general assembly.

1882.
Rev. 1888, §3442.

§ 3667. Directors, officers, and by-laws. The direction of the affairs of every such company shall be vested in a

1871.
Rev. 1888, §3455.

board of not less than nine directors, chosen annually by the stockholders, and such directors may fill any vacancies which may occur in their number. They shall elect one of their number president of the company, who shall also be president of the board, and shall choose a secretary of the company, who shall also be secretary of the board, and be sworn to the faithful discharge of his duty, and a treasurer of the company, who shall give bond to the company in such sum as shall be required by the by-laws, for the faithful discharge of the duties of his office. The directors may elect such other officers as they may deem expedient, and may make by-laws and regulations in regard to the management of the stock, property, and affairs of the company.

1849, 1864.
Rev. 1888, §§3456,
3458.

§ 3668. Meetings how called; stock votes. All meetings of such companies shall be called in such manner as the by-laws provide. At such meetings each stockholder shall be entitled to one vote for each share held by him; but no stockholder shall be allowed to vote on any stock unless all assessments or installments thereon, legally called in by such company, have been fully paid.

1853.
Rev. 1888, §3457.

§ 3669. Use of proxies regulated. Every railroad company may prohibit its officers from voting at the election of directors upon stock other than their own. No officer of such company shall request any stockholder to execute a power of attorney to vote upon his stock; and no person shall be allowed to vote by virtue of a power so obtained. Every person who shall violate the provisions of this section shall be disqualified from holding any office in such company for one year thereafter.

1871.
Rev. 1888, §3488.

§ 3670. Company's powers. Every railroad company may hold such real estate as may be convenient for accomplishing the objects of its organization; may by its agents enter such places as may be designated by its directors, for the purpose of making surveys and determining the line whereon to construct its railroad; and may construct, equip, and maintain a railroad, with one or more tracks, over the route specified in its charter or articles of association, and transport persons or property thereon by any power.

§ 3671. Right to take land limited. Lands of infants and others. No land shall be taken except as hereafter in this chapter provided, without the consent of its owner, except within two years after the approval of the location of the route by the railroad commissioners. When the lands of any *feme covert*, infant, *cestui que trust*, or person *non compos mentis*, shall be necessary for the construction of a railroad, said lands may be taken on giving notice to the husband of such *feme covert*, the trustee of such *cestui que trust*, the guardian, either natural or appointed, of such infant, and the conservator of such person *non compos mentis*, who may respectively give releases for all damages for lands so taken, as fully as if the same were holden in their own right.

1867, 1882.
Rev. 1888, §3439.

§ 3672. Time for commencing and completing road. If any railroad company organized under the general laws of this state shall not, within two years after its articles of association are recorded in the office of the secretary of state, commence the construction of its road, and expend thereon ten per cent. of the amount of its subscribed capital, or shall not finish or put in operation its railroad within five years from the time of recording said articles, its corporate existence and powers shall cease; *provided*, that if said railroad company has been prevented by litigation, or by the opposition of any party, from complying with the provisions of this section, the railroad commissioners shall extend the time for the commencement of such railroad, for such expenditure, and for taking lands, for a period or periods not exceeding in the whole two years beyond the two years hereinbefore mentioned.

1882.
Rev. 1888, §3440.

§ 3673. Crossing navigable waters. Any railroad company organized under said general law may construct its railroad across navigable waters, when such company shall have filed in the office of the secretary of state a sworn statement of a competent engineer, approved by the railroad commissioners and the president and treasurer of such company, that in the construction of such railroad in this state there has been ex-

1882.
Rev. 1888, §3441.

§ 3671. This section applies to all railroad companies, whether organized under general law or special charter, in the absence of express provision to the contrary. 72 C. 687. Adoption of layout exhausts company's power of election. 73 C. 509.

§ 3673. The word "organize" in railroad charters usually means choice and qualification of necessary officers. 38 C. 66.

pended at least ten thousand dollars for each mile of such railroad within this state between either terminal point in the location of such road and the proposed location of such bridge; *provided*, that no bridge shall be constructed across any river or harbor nearer the sea than some existing bridge across such river or harbor, and that all such bridges shall be constructed in such manner, and of such materials and with draws of such width for the passage of vessels, as the railroad commissioners shall authorize and direct; but nothing herein shall be construed to authorize any railroad company to construct or use a bridge for any but railroad purposes.

1883.
Rev. 1888, §3443.

§ 3674. Companies may consolidate. Any railroad company, incorporated under the laws of this state for the purpose of building and operating a railroad within this state extending to or beyond the boundary line of this state, may consolidate its capital stock, franchises, and property with the capital stock, franchises, and property of any other incorporated railroad company whose line of railroad, built or to be built, is situated wholly outside of this state, whenever the railroads of the companies thus consolidating form one continuous line of railroad from some point in this state to some point in an adjoining state; *provided*, that no companies shall thus consolidate if, at the time of their consolidation, the aggregate outstanding bonds of the companies proposing so to consolidate exceed one-half of what has been actually expended upon the railroads of such consolidating companies, the amount of such bonds and expenditure to be ascertained from a written statement concerning each company, certified to the comptroller under the oath of the presidents and treasurers of the respective companies and of an engineer approved by the railroad commissioners of this state; and false swearing in the matter shall be perjury; and *provided*, that no railroad companies shall be consolidated under this provision whose railroads, built or to be built, run on parallel or competing lines.

1883.
Rev. 1888, §3444.

§ 3675. Consolidation agreement. Such consolidation shall be made as follows: the directors of the companies proposing to consolidate may enter into a joint agreement, under the corporate seal of each company, for the consolidation of

§ 3674. Railroad corporations may be united, or a new one created, by concurrent action of two states. 28 C. 299.

such companies and railroads, and prescribing the terms and conditions thereof, the mode of carrying the same into effect, the name of the new company, the number and names of the directors and other officers thereof, who shall be the first directors and officers, their places of residence, the number of shares of the capital stock, the par value of each share, the manner of converting the capital stock of each of such companies into that of the new corporation, and how and when directors and officers shall be chosen, with such other details as the directors shall deem necessary to perfect such new organization and the consolidation of such companies and railroads. In no case shall the capital stock of the company formed by such consolidation exceed the sum of the capital stock of the companies so consolidated, at the par value thereof, nor shall any bonds or other evidences of debt be issued as a consideration for, or in connection with, such consolidation.

§ 3676. Stockholders' ratification. Said agreement shall be submitted to the stockholders of each of such companies at a special meeting thereof, called separately, for the purpose of taking the same into consideration. Due notice of the time and place of such meeting and the object thereof shall be given by each company to its stockholders by written or printed notices addressed to each of the persons in whose names the capital stock of such company stands on its books, and delivered to such persons respectively or sent to them by mail, when their post-office address is known to the company, at least thirty days before the time of holding such meeting, and also by a general notice published daily for at least four weeks in some newspaper printed in the city, town, or county where such company has its principal office or place of business. At such meetings said agreement shall be considered, and a vote taken by ballot for its adoption or rejection; and if two-thirds of all the stock of each company shall vote for the adoption of said agreement, then that fact shall be certified thereon by the secretaries of the respective companies under the seals thereof, and the agreement so adopted, or a certified copy thereof, shall be filed in the office of the secretary of state, and shall be the agreement and act of consolidation of such companies. A copy of said agreement, duly certified by the secretary of state under the seal of the state, shall be evidence in all courts and places of the existence

1883.
Rev. 1888, §3445.

of such new company, and that the provisions of §§ 3674 and 3675 and of this section have been duly complied with.

1883.
Rev. 1888, §3446.

§ 3677. Powers of consolidated company. Such consolidated company, formed as aforesaid, shall have and enjoy all the rights, franchises, property, and privileges which at the time of their consolidation the constituent companies severally had or enjoyed, subject to the provision that such consolidation shall not confer upon any railroad company any power or privilege not given by the laws of this state to all railroad companies organized under the general law. Such consolidated company shall be subject, as respects the construction, maintenance, operation, and taxation of that portion of its road built or to be built in this state, to the laws of this state, as fully as if no consolidation had been made. No right of any creditor of any company thus consolidated shall be affected by such consolidation.

1883.
Rev. 1888, §3449.

§ 3678. Where to sue or be sued. Such consolidated company may sue and be sued in any county in this state into or through which its railroad or railroad route may extend; and not less than six of its directors shall be at all times citizens of this state.

1871.
Rev. 1888, §3453.

§ 3679. Application of foregoing provisions restricted. Nothing contained in the foregoing sections of this chapter shall authorize the construction of any street railway in any city or borough, and nothing contained in said sections or in § 3688 shall authorize the taking or using of any track, wharf, depot, or depot grounds of any other company without its consent, except for the purpose of crossing or connection.

CHAPTER 213.

Location and Construction of Steam Railroads.

1849, 1883.
Rev. 1888, §3460.

§ 3680. Taking of land; commissioners' approval. Every railroad company may lay out its road not exceeding six rods wide; and for the purpose of such layout and for cuttings,

§ 3680. The right of eminent domain may be exercised over property already taken for public use. 36 C. 198. When legislature authorizes a railroad company to take land, it in effect declares that land so taken is for a public use. 69 C. 437.

embankments, and procuring stone and gravel, and for necessary turnouts, may take as much real estate as may be necessary for the proper construction and security of the road; but no real estate without the limits of such road shall be so taken without the permission of the parties interested therein, unless the railroad commissioners, on application of such company, and after notice to said parties, shall first prescribe the limits within which real estate shall be taken for such purposes, and no railroad shall lay out and finally locate its road without the written approval of the location by said commissioners. Any company may change the location of its road, or of any section or part thereof, either before or after such location has been approved by the commissioners, *provided* such change is made before the construction of such road or of such section or part thereof has been commenced, and is made with the written approval of said commissioners; and that all damages that may be occasioned to any person by the taking of any real estate for said purposes shall be paid for by such company as provided by law.

§ 3681. Deposit by company before approval of lay-out. Every such company, before applying to the commissioners for their approval of the location of its road, shall deposit with the state treasurer a sum equal to eleven dollars for each mile of its proposed road in this state. And the comptroller shall include such company among the several railroad companies in his next annual apportionment of the office expenses and salaries of said commissioners, estimating the length of its main track or tracks as equal to the proposed length of its road; and said treasurer shall deduct from said deposit the amount so apportioned to such company, and return the remainder to the treasurer of such company.

1882.
Rev. 1888, §3459.

§ 3682. Location may be altered; certificate. Every company, after its line of road shall have been located, approved, and established, may so far alter such location as to change the

1863, 1882.
Rev. 1888, §3461.

§ 3681. Layout may be in sections, and proportionate payments made as sections are approved. 73 C. 511.

§ 3682. A highway may be taken for depot. 56 C. 314. Section 3747 does not give a right of appeal from a decision on a petition based on § 3682. 60 C. 164. Where authority of commissioners and authority of municipality conflict, commissioners prevail. 66 C. 222. No appeal is allowed from decision of commissioners under this section. 71 C. 281. Taking of land to change radius of curves, etc., approved. 72 C. 489.

radius of its curves, the width of its layout, the extent of depot grounds, its slopes and embankments, may straighten and improve its lines, and extend its lines of sight, when such changes are approved by the commissioners, and may take land for additional tracks, turnouts, and freight and passenger stations, and for the purpose of supplying water for the use of its engines and stations. A certificate of such changes or taking, duly signed by the commissioners, shall be lodged for record in the town clerk's office in the town or towns in which such changes are made or land taken.

1893, ch. 264
See §3712.

§ 3683. May alter grades. Every company, after its line of road shall have been located, approved, and established, may alter its grades and raise any highway bridges that pass over its tracks to such height as may be approved by the commissioners; and may change the grade of the approaches to such bridges so as to conform to the change in the height of the bridges; but this section shall not authorize any company to raise its tracks so as to lessen the distance between an existing bridge and its tracks, without the approval of the commissioners. Damages accruing to any adjoining proprietor on account of any change of grade on the highways which are approaches to any such bridge, raised under the provisions of this section, shall be assessed and paid by such company in accordance with the provisions of §§ 3713, 3714, and 3716.

1893, ch. 262.

§ 3684. Land for additional tracks. Any company may so alter the location of its road as to add to the number of its main tracks, and for that purpose, with the approval of the commissioners, may take additional land in the manner now provided by law; but when an additional bridge over a navigable stream shall be required by an addition to the main tracks, the same shall be constructed in such manner, of such materials, and with draws of such width, as the commissioners shall authorize and direct, and such additional bridge shall be subject to the provisions of § 3732.

1884.
Rev. 1388, §3462.

§ 3685. Land cut off from access to highway. When any company shall take land for railroad purposes, and the effect of such taking is to cut off other land from practical access

§ 3685. Cutting off land from all access to highway held a taking. 66 C. 224. Commissioners' approval settles necessity and extent of taking. 69 C. 437.

to the highway, such company may, with the approval of the commissioners, take additional land sufficient for a convenient way from the land so cut off to the highway, and shall provide for the use of the owner of the land cut off as aforesaid a suitable way over such additional land to the highway. Such way shall remain a private way for the use of the owner of the land cut off as aforesaid, and the city or town in which it is situated shall not be liable for its maintenance nor responsible for its defects. For the purposes of this section, lands may be acquired in the manner provided by law for the taking of land by railroad companies.

§ 3686. Layout through cemetery restricted. No company shall lay out or locate its road, or any part thereof, through any cemetery or any approach in common use from the highway thereto, and within one-quarter of a mile thereof, unless the railroad commissioners, when called upon to approve the proposed layout of such road, shall find that such cemetery, or the approach thereto, was located for the purpose of obstructing such layout, or unless said commissioners shall unanimously approve such layout or location.

§ 3687. Land how taken; damages. When any company shall have the right to take real estate for railroad purposes, and cannot obtain it by agreement with the parties interested therein, it may apply to any judge of the superior court for the appointment of appraisers to estimate all damages that may arise to any person from the taking and occupation of such real estate for railroad purposes, and after reasonable

1881.
Rev. 1888, §3463.

1849, 1863, 1871,
1874.
Rev. 1888, §3464.

§ 3687. The appraisal does not establish a collectible or taxable debt until the sixty days have expired. 41 C. 210. The appraisal should include all damage that may arise from the taking or occupation. 66 C. 225. Quantity of land taken should be determined before assessment of damages, but not necessarily before appointment of appraisers. 13 C. 117; 13 C. 406. Grant of power of eminent domain to private corporations to be construed strictly; incidental injuries to property, which do not constitute a taking, may be basis for damages. 21 C. 294. Company does not acquire such an interest in land as to prevent adjoining owner from crossing. 23 C. 110. Location of steam railroad on highway an imposition of new servitude. 26 C. 259. Right of mortgagee in damages awarded is not recognized by the statute which regulates the proceedings. 52 C. 283. Damage for taking not to include incidental injury caused by railroad to other disconnected land of same owner. 61 C. 451. Inability of parties to agree is a question of fact for court to determine before appraisers are appointed. 69 C. 424. Landowner cannot raise question of constitutionality of act apportioning payment of damages between company and city. 72 C. 481.

notice of said application shall have been given to all parties in interest, such judge shall appoint three appraisers, who shall be sworn, and give reasonable notice to said parties in regard to the time and place of making such estimate, and shall view the premises and estimate such damages, but shall not include in such estimate the expense of erecting and maintaining fences along the line of such railroad. Such appraisers shall return an appraisal of such damages in writing, under their hands, to the clerk of the superior court in the county where the estate lies, who shall record it; and when so returned and recorded, such appraisal shall have the effect of a judgment, and execution may issue at the end of sixty days from the time of such return, in favor of the persons respectively to whom damages may be appraised; and such appraisers shall be paid by such company for the time actually spent in making such appraisal and return. No railroad shall be worked upon, or opened across, any real estate, until the damages appraised to any person interested therein shall have been paid or secured to his satisfaction, or deposited for his use with the treasurer of the county.

1889, ch. 149.

§ 3688. Land within location. Any company, owning a railroad which has been constructed and is being operated over land to which it has not acquired title, may take such land within the limits of its location, at any time within two years after the approval of such location by the commissioners, by proceedings under § 3687.

1889, ch. 170.

§ 3689. Land in highway or private way. Whenever such company shall have acquired the right to take any land used for a public highway or a private way, it shall, before taking possession of the same, apply to a judge of the superior court, as provided in § 3687, for the appointment of appraisers to ascertain all damages that may arise to any person in consequence of such taking. The appraisers so appointed shall be sworn, and shall give notice of the time and place of their meeting by posting on the signpost of the town where the highway or private way is situated, and also by advertising once a week for four consecutive weeks in a newspaper published in said town, or if no newspaper is published in said town, then in a newspaper published in the county. They shall also give reasonable notice, in writing, to the persons owning the land occupied by the highway or private way. At the meeting of the

appraisers, any person claiming that he will be damaged by the taking and occupation of such highway or private way shall be heard, whether he is the owner of the land or not; and the appraisers shall award such damages as may seem to them just and reasonable. Further proceedings in connection with the condemnation of such land shall be as prescribed by § 3687.

§ 3690. Abandonment of road; damages. When any land shall have been taken for railroad purposes and the damages shall have been appraised, and such road, or any part thereof, shall have been abandoned or discontinued before the same has been opened and worked, no execution shall issue, nor shall an action for the recovery of such damages be brought against the company which took such land, by any of the owners of land over which such road or part of a road shall have been laid out and discontinued as aforesaid; but any such owner may recover of such company the actual damage which he may have suffered in consequence of such taking, or for any unreasonable delay in opening and working such road. 1858.
Rev. 1888, §3465.

§ 3691. Owner may require description of land. When any company shall take any property for the purpose of its railroad, the owner of such property may at any time within three years thereafter demand in writing of the treasurer of the company a written description of the property so taken, and such company shall within thirty days deliver to him such description; and if it fail to do so, all its rights to enter upon or use such property, except for making surveys, shall be suspended until it shall have delivered such description. 1849.
Rev. 1888, §3467.

§ 3692. Plan of road to be deposited with town clerk. Within ninety days after the railroad of any company shall have been laid out in any town and approved by the commissioners, such company shall deposit with the town clerk a correct plan, signed by its president, of so much of such railroad as lies in such town, drawn on a scale of at least five inches to the mile, upon which shall be accurately delineated the direction and length of each course and the width of the land taken. 1849.
Rev. 1888, §3468.

§ 3693. Statement filed with secretary of state. Every company shall, within six months after the final location of its road, file with the secretary of state a statement of such location, defining the courses and distances. 1849.
Rev. 1888, §3469.

1895, ch. 232, §1.

§ 3694. Condemnation of corporate stock. In case any railroad company acting under the authority of the laws of this state shall have acquired more than three-fourths of the capital stock of any steamboat, ferry, bridge, wharf, or railroad corporation, and cannot agree with the holders of outstanding stock for the purchase of the same, such railroad company may, upon a finding by a judge of the superior court that such purchase will be for the public interest, cause such outstanding stock to be appraised in accordance with the provisions of § 3687. When the amount of such appraisal shall have been paid or deposited as provided in said section, the stockholder or stockholders whose stock shall have been so appraised shall cease to have any interest therein, and on demand shall surrender all certificates for such stock, with duly executed powers of attorney for transfer thereon, to the corporation applying for such appraisal.

1895, ch. 232, §2.

§ 3695. Stockholder may begin proceedings. If any person holding a minority of the shares of stock in any corporation referred to in § 3694 cannot agree with the railroad company owning three-fourths of such stock for the purchase of his shares, he may cause the same to be appraised in accordance with the provisions of § 3687. When such appraisal has been made and recorded in the office of the clerk of the superior court of any county where such railroad company operates a railroad, and the certificates for such stock, with duly executed powers of attorney for transfer thereon, have been deposited with such clerk for such railroad company, such appraisal shall have the effect of a judgment against such company and in favor of the holder of such stock, and at the end of sixty days, unless such judgment is paid, execution may be issued.

1870.
Rev. 1888, §3470.

§ 3696. Security from contractors for labor; liability of company. Every company, in making contracts for the building of its road, shall require sufficient security from the contractors for the payment for all labor thereafter to be performed in constructing the road by persons in their employ; and the company shall be liable to the laborers employed for labor actually performed on the road, if, within twenty days after the completion of such labor, they shall, in writing, notify its treasurer that they have not been paid by the contractors.

§ 3697. Company may operate by electricity. Any railroad company organized under the laws of this state may operate its railroad, or any part thereof, by electricity. 1893, ch. 193.

§ 3698. Crossing of one railroad by another. Any company may, in the construction of its railroad, cross the railroad of any other company, or connect with the same. If it cannot agree with such other company as to such crossing or connection, the commissioners may determine the place and manner of such crossing or connection, after reasonable notice to the companies in interest to appear and be heard in relation to the matter, and may make such orders as to bridges, abutments, piers, tunnels, arches, excavations, retaining walls, embankments, and approaches as they shall judge necessary; but no railroad shall cross any other railroad at grade, except for the purpose of connecting therewith, when the avoidance of a grade crossing is practicable, and the commissioners shall be judges of the question of practicability. 1882, 1883. Rev. 1888, §347. 1889, ch. 92.

§ 3699. Construction of branches. Any company in this state may build branches from its main line or from any of its leased lines; *provided*, that the construction of such branches is found by a judge of the superior court, upon due application, after such reasonable public notice as such judge may order, to be of public necessity and convenience. 1889, ch. 166, §1.

§ 3700. Charters amended. Section 3699, this section, and § 3701 shall be deemed to be an addition to, and amendment of, all charters of railroad companies, and shall repeal all limitations in any such charters as to the length of branches which such companies may build. 1889, ch. 166, §4.

§ 3701. Branches may be mortgaged. For the purpose of paying the cost of building any such branch, any railroad company may issue bonds secured by mortgage to the amount of one-half of said cost, to be verified in the manner provided in § 3804 for verifying the cost of a railroad for the purpose of issuing bonds. 1889, ch. 166, §2.

§ 3702. Contracts with connecting roads. Any company may make lawful contracts with any other company with 1871. Rev. 1888, §347. 1889, ch. 166, §3.

§ 3698. Injury to steam railroad from electric road crossing at grade is *damnum absque injuria*. 65 C. 434.

§ 3702. Lessor is not usually exempt from liability for negligence of lessee in operating railroad. 65 C. 230.

whose railroad its tracks may connect or intersect, in relation to its business or property, and may take a lease of the property or franchises of, or lease its property or franchises to, any such company.

1878.
Rev. 1888, §3473.

§ 3703. Leases to be approved by stockholders. No lease of any railroad shall be binding on either of the contracting parties for a period of more than twelve months, unless approved by the stockholders of the companies that are parties to the lease, by a vote of two-thirds of the stock represented at a meeting of the stockholders called for that purpose. At least one month's notice of such meeting shall be given by advertising twice a week for four weeks in a daily paper published in the state, and also by mailing a copy of the call and of the lease to each stockholder. Said notice and call shall state that at the meeting the lease will be submitted for the approval of the stockholders.

1887.
Rev. 1888, §§3447,
3475.

§ 3704. Record of conveyance or lease. All conveyances by any company or its assigns, of any interest in the location of its railroad, to be used or enjoyed for railroad purposes, may, and if in the nature of a lease for more than one year, shall be filed for record by the grantee or lessee in the office of the secretary of state. Certificates of the assignment, release, or foreclosure of any interest or lien in or upon the location of any railroad, acquired under any such conveyance as is specified in this section, or by virtue of the general laws of the state, may be filed for record in like manner and with like effect.

1849.
Rev. 1888, §3476.

§ 3705. Crossing highways or watercourses. When it shall be necessary for the construction of a railroad to intersect or cross any watercourse not navigable, or any public highway, the company may construct such railroad across or upon

§ 3705. Excavations or embankments made by railroad company, affecting value of adjoining property, are a ground for damage. 21 C. 309; 22 C. 87. The location of the substituted highway by commissioners is not subject to review. 27 C. 146. If company fails to restore highway it must indemnify town if town becomes liable for defect. 27 C. 158. Company liable for injury arising from culvert which it left uncovered in street. 29 C. 434. Where proper change of highway is once made, company is not bound to make further change by reason of increased travel. 45 C. 331. Where company built bridge, and injury resulted because borough raised highway beneath, company was not liable. 54 C. 591. Where municipal rights under charters and railroad rights under general statutes in streets conflict, railroad rights prevail. 66 C. 223.

the same if the commissioners shall judge it necessary, and authorize it by their order. Such company shall restore such watercourse or highway to its former state, or in a manner not to impair its usefulness. In case any highway is so located that such railroad cannot be judiciously constructed across or upon the same without interfering therewith, such company may, with the consent of the commissioners, cause such highway to be changed or altered, so that such railroad may be constructed on the best site. Such company shall put such highway in as good situation and repair as it was in previous to such alteration, under the direction of the commissioners, whose determination thereon shall be final.

§ 3706. Appeals. When any such company shall be authorized by an order of the commissioners to cross any pond, stream, or watercourse not navigable, an appeal shall be allowed to any interested person aggrieved by such order, to any judge of the superior court, within twenty days after the owners of the land adjoining such stream at the point of such crossing shall have had actual notice of said order. Said appeal shall be by a written petition for a hearing in regard to the order, with a citation attached thereto, returnable within twelve days after its date and served upon such company at least five days before the return day. For the purpose of disposing of said appeal, said judge shall have all the powers of the superior court, and may proceed, by himself or by committee, to a hearing, and may either confirm said order or make such different order concerning such crossing or intersection as he may deem just and proper, and may award costs as in civil actions. Said appeal shall be a *supersedeas*, so far as such crossing is concerned, until judgment shall be rendered thereon by said judge.

1869.
Rev. 1888, §3477.

§ 3707. Land may be taken for change of highway. When any highway or street shall be altered by any railroad company with the consent of the commissioners, and it shall be necessary to take any land for a highway to which such company has not obtained title, and over which neither such company nor the town in which such alteration shall be made has any right of way, and such company is unable to agree with the owner thereof in regard to the amount of damages to be paid therefor, the same proceedings shall be had for the purpose of

1871.
Rev. 1888, §3479.

procuring the required right of way as are provided by law in regard to taking land for railroad purposes.

1849, 1883.
Rev. 1888, §3480.

§ 3708. Construction of railroad over highway at grade restricted. Every company which may locate and construct a railroad across any highway shall construct it so as to cross over or under the same; and may, under the direction of the commissioners, raise or lower the same at such crossing, or change the location thereof; and shall make and maintain such bridges, abutments, tunnels, arches, excavations, embankments, and approaches, as the commissioners shall order, and the convenience and safety of the public travel upon such highway may require; but the commissioners may, upon due notice to such company and to the selectmen of the town or mayor of the city in which such crossing is situated, direct such company to construct its railroad at such crossing upon a level with the highway; but no such direction shall be given in any case except for special reasons which shall be recorded in the records of the commissioners.

1895, ch. 2.

§ 3709. Street railway crossings. No steam railroad shall hereafter be constructed across the tracks of any electric, cable, or horse railway at grade.

1883.
Rev. 1888, §3481.

§ 3710. Construction of new highway crossing railroad. Expense. When a new highway shall hereafter be constructed across a railroad, such highway shall pass over or under the railroad, as the commissioners shall direct. The company operating such railroad shall construct such crossing to the approval of the commissioners, and may take land for the purposes of this section in the manner provided by law for the

§ 3708. Change in highway wholly to save expense to company unauthorized. 25 C. 402. Term bridge, as used in city charter, held to exclude approaches and embankments. 39 C. 128. Company not liable for accident caused by borough's raising highway after completion of overhead bridge. 54 C. 591. This section construed with § 7 of the act of 1889. 62 C. 496. This section controls where city charter conflicts with it. 66 C. 222. City has no appeal from order of commissioners fixing bridge supports at curve. 57 C. 85.

§ 3710. It is not a taking of property to compel a company to pay half the expense of a bridge to protect the public. 60 C. 6. Where highway crossing railroad at grade was commenced before this section was enacted, the act prevented its completion. 55 C. 69; 70 C. 390. Commissioners may decide whether highway is to go over or under railroad, before acceptance of report of committee to lay out highway. 59 C. 210. Layout of street across railroad, without notice or compensation, may be set up in defense when city seeks injunction against obstruction of street. 72 C. 225.

taking of land by railroad companies. One-half the expense of such crossing shall be borne by the company constructing the same, and one-half thereof shall be paid to said company by the town, city, or borough which constructs such highway.

§ 3711. Commissioners to direct as to bridge over railroad. When a highway is laid out, or ordered to be laid out, across a railroad, and the railroad commissioners shall direct such highway to be carried over the railroad, they shall determine the length, width, and material of the bridge over the railroad before the damages that may be occasioned to any person by the taking of land for such highway are finally assessed; and said commissioners may require such bridge to extend beyond the railroad crossed by it. No structure shall hereafter be constructed or reconstructed over and across any railroad until the commissioners shall have determined the length, width, material, and plan of such structure and its height above the roadbed of such railroad, and the necessity for such construction or reconstruction.

1887.
Rev. 1888, §3482.
1897, ch. 70.

§ 3712. Covered bridges. In all covered bridges constructed on the line of any railroad, the distance between the top surface of the rail laid in the track on the bridge and the under side of the cross-beams overhead shall be at least eighteen feet.

1869.
Rev. 1888, §3500.
See §2018.

§ 3713. Removal of grade crossings. The selectmen of any town, the mayor and common council of any city, the warden and burgesses of any borough, within which a highway crosses or is crossed by a railroad, or the directors of any railroad company whose road crosses or is crossed by a highway, may bring their petition in writing to the railroad commissioners, alleging that public safety requires an alteration in such crossing, its approaches, the method of crossing, the location of the highway or crossing, the closing of a highway crossing and

1876, 1877.
Rev. 1888, §3489.
1889, ch. 220, §1.

§ 3713. This section is a police regulation, and is constitutional. 57 C. 95; 58 C. 532. Entire expense may be imposed on company if facts warrant. 57 C. 167. The commissioners have sole original jurisdiction to determine whether public safety requires a change in a grade crossing. 59 C. 402. Provision for abolishing one grade crossing a year for every sixty miles of road is a police regulation binding corporation; it operates as an amendment to its charters without its consent. 62 C. 527. Damages resulting from closing street are a part of expense mentioned in this section. 66 C. 226. In removing grade crossing, commissioners may authorize location of abutment in highway. 70 C. 305.

the substitution of another therefor, not at grade, or the removal of obstructions to the sight at such crossing, and praying that the same may be ordered; whereupon the commissioners shall appoint a time and place for hearing the petition, and shall give such notice thereof as they judge reasonable to such petitioners, the company, the municipalities in which such crossing is situated, and the owners of the land adjoining such crossing and adjoining that part of the highway to be changed in grade; and after such notice and hearing, the commissioners shall determine what alterations, changes, or removals, if any, shall be made and by whom made. If such petition is brought by the directors of a railroad company, or in behalf of any such company, the commissioners shall order the expense of such alterations or removals, including the damages to any person whose land is taken, and the special damages which the owner of any land adjoining the public highway shall sustain by reason of any such change in the grade of such highway, to be paid by the company owning or operating the railroad in whose behalf the petition is brought; and in case such petition is brought by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, they may, if the highway affected by said determination was in existence when the railroad was constructed over it at grade, or if the layout of the highway was changed for the benefit of the railroad after the layout of the railroad, order an amount not exceeding one-quarter of the whole expense of such alteration, change, or removal, including the damages, as aforesaid, to be paid by the town, city, or borough in whose behalf the petition is brought, and the remainder of the expense shall be paid by the company owning or operating the road which crosses such public highway; if, however, the highway affected by such last-mentioned order has been constructed since the railroad which it crosses at grade, the commissioners may order an amount not exceeding one-half of the whole expense of such alteration, change, or removal, including the damages, as aforesaid, to be paid by the town, city, or borough in whose behalf the application is brought, and the remainder of the expense shall be paid by the company owning or operating the road which crosses such public highway. The directors of every company which operates a railroad in this state shall remove or apply for the removal of at least one grade crossing each year for every sixty miles of road operated by it

in this state, which crossings so to be removed shall be those which in the opinion of said directors are among the most dangerous upon the lines operated by it; and if the directors of any railroad company fail so to do, the commissioners shall, if in their opinion the financial condition of the company will warrant, order such crossing or crossings removed as in their opinion the said directors should have applied for the removal of under the above provisions, and the commissioners in so doing shall proceed in all respects as if the said directors had voluntarily applied therefor.

§ 3714. Commissioners may order removal of crossings. The railroad commissioners may, in the absence of any application therefor, when in their own opinion public safety requires an alteration in any highway crossed at grade by a railroad, or by railroads belonging to or operated by more than one company, after a hearing had upon such notice as they shall deem reasonable to the company or companies owning or operating such railroad or railroads, and to the selectmen of the town, mayor of the city, or warden of the borough, within which such highway is situated, and to the owners of the land adjoining such crossing, order such alterations in such highway as they shall deem best, and shall determine and direct by whom such alterations shall be made, at whose expense, and within what time; *provided*, that in all cases arising under this section, one-fourth of the expense, including damages and special damages as aforesaid, shall be paid by the state, and the remainder shall be assessed upon the railroad company or companies benefited by such order; *and provided*, that such alterations as are thus made at the primary instance of the railroad commissioners shall not be ordered so as to direct the construction of more than one bridge in any one year on any one railroad. Railroad companies may take land for the purpose of this section and § 3713 in the manner provided by law for the taking of land by railroad companies.

§ 3715. Amount of land to be taken limited. No land shall be taken by any railroad company for the purpose men-

§ 3714. Commissioners may order new highway, if rendered necessary by change in old. 59 C. 407. Commissioners may order two converging highways joined so as to make a single grade crossing. 53 C. 367. Removal of crossing held to be made pursuant to commissioners' order, though enforced by mandamus. 72 C. 276.

1884.
Rev. 1888, §3483.
1889, ch.220, §§2,
3.

1883.
Rev. 1888, §3482

tioned in § 3714, except such as the commissioners shall find to be necessary for such purpose; but no such taking need be based upon any special finding that public necessity and convenience require such taking.

1889, ch. 220, §4.

§ 3716. Highway crossed by more than one railroad.

Whenever the railroad commissioners, upon an application brought under the provisions of § 3713, shall find that any highway crosses or is crossed by the tracks of more than one railroad, and the tracks of such railroads are so near together that public convenience requires the work of separating the grades to be done under and in compliance with one order, they shall give notice to all the companies operating such railroads to appear before them and be heard upon the application; and after such notice and hearing said commissioners shall determine what alterations shall be made, if any, so as to separate the grades of all of such crossings at the same time, and shall determine by whom such work shall be done, and they shall apportion the expense to be borne by the railroad companies between such companies in such manner as they, the said commissioners, shall deem proper.

1876.
Rev. 1888, §3490.

§ 3717. Assessment of damages. In case the party by whom such changes in the highway are to be made cannot agree with the owner of land or other property to be taken or removed under such decision of the commissioners, the damages shall be assessed in the same manner as is provided in case of land taken by railroad companies, and the expense of such assessment shall be paid in the same manner as the expense of the alterations.

1876, 1877.
Rev. 1888, §3491.
1889, ch. 217.

§ 3718. Appeals. The decision of the commissioners relating to any matter upon which they may act under the authority of §§ 3713, 3714, 3716, and 3717 shall be communicated to the petitioners and to all persons to whom notice of the hearing on said petition was given, within twenty days after the final hearing; and any person aggrieved by such decision, who was a party to said proceeding, shall have the same right

§ 3717. 66 C. 222. This section gives town power to take land for change in highway. 57 C. 102.

§ 3718. The superior court on appeal has the same discretionary powers as the commissioners. 57 C. 172. Where it did not appear that proceeding was under special act making commissioners' decision final, appeal was held valid under this section. 70 C. 328.

of appeal therefrom as is given by § 3747 concerning appeals from decisions relating to depots.

§ 3719. Repair of structures over or under railroads. **Notice of defect.** Railroad companies shall keep in repair all structures over or under their tracks at any highway crossing, and the approaches to the crossings when the same are made with plank surface, and shall also keep in repair the surface of the highway, including the planking or other surface material of the highway upon such structure. The municipality where such structures are located shall give written notice to an agent of the company responsible for such structures of any defect in the same. 1889, ch. 220, §7.
1893, ch. 244.

§ 3720. Reimbursement of towns and cities. The amount assessed by any order of the railroad commissioners, or the superior court upon appeal therefrom, against any town or city in this state, where the application was brought by the directors of a railroad company after the first of May, 1885, for the removal of a grade crossing in a highway which was in existence before the construction of the railroad, shall be reimbursed by the state to such town or city. Such town or city shall present its claim to the comptroller, with proofs and certificates to his satisfaction from the commissioners; and the comptroller shall thereupon draw his order on the treasurer in favor of such town or city, for the amount which he shall find due on such claim. 1893, ch. 253.

§ 3721. Penalty for noncompliance. Every railroad company which shall fail to comply with any requirement of law or any order of the commissioners relating to the removal of any grade crossing or the care of any highway crossing shall forfeit, to the town in which such crossing is situated, one hundred dollars for each month of such noncompliance; and the commissioners shall give notice of all such forfeitures to such town, which shall collect the same. 1884.
Rev. 1888, §3485.

§ 3722. Change of highway near railroad. When a railroad has been laid out, located, or constructed so near a highway as, in the opinion of the selectmen of any town, the warden of any borough, or the mayor of any city, within which 1884.
Rev. 1888, §§3486,
3487.

§ 3719. Section 7 of the act of 1889 and § 3707 construed together. 62 C. 496. See case cited under § 3730.

such highway is situated, to endanger public travel, such selectmen, warden, or mayor may bring their petition to the railroad commissioners, setting forth the facts; and the commissioners, after reasonable notice to the railroad company to appear and be heard in relation thereto, shall, if in their opinion public safety so requires and a change of the location of such highway is practicable, forthwith order said company to make such change, in such manner as the commissioners may determine. The expense of such change, including the cost of fencing such relocated highway, shall, if such railroad has not been constructed at the time of bringing such petition, be paid by the company, but if the railroad has been constructed at such time, then one-half of such expense shall be paid by the company and one-half by such town, city, or borough.

1895, ch. 276, §1.

§ 3723. Commissioners may change highway. Upon petition brought by any railroad company, the railroad commissioners may order the location of a highway to be changed, when they find that such location endangers public travel; and they may make orders for the relocation of such highway to the same extent as if such petition were brought under § 3722, by the authorities of a city, town, or borough; *provided*, that whenever a petition is brought under the provisions of this section, the entire expense of making the changes shall be paid by such company.

1895, ch. 276, §2.

§ 3724. Land may be taken for change. Whenever the commissioners shall order a change in the location of a highway under the provisions of §§ 3722 or 3723, and the parties ordered by the commissioners to do the work cannot obtain the necessary land by agreement, the company, or the town, city, or borough ordered to do the work, may take the land necessary for carrying out the orders of the commissioners in the same manner as lands are taken for railroad purposes under § 3687.

1895, ch. 185.

§ 3725. Statutes made part of charters of railroad companies. The provisions of §§ 3680, 3682, 3683, 3684, 3685, 3687, 3690, 3691, 3698, 3702, 3705, 3707, 3722, and 3726 shall be deemed a part of the charter of every company authorized to construct, own, or operate any steam railroad within this state, and all powers and privileges conferred and all duties and obligations imposed upon such companies by said sections

are conferred or imposed upon such companies in the same manner and to the same extent as if the provisions of said sections were parts of the charters of such companies.

§ 3726. Easements and private crossings may be condemned. The owner of any private crossing at grade of the tracks of a railroad company, or of any right, title, interest, easement, or privilege in land used by a company for railroad purposes, or any such company whose land is incumbered by any such private rights, may bring a written petition to the railroad commissioners for the condemnation of such rights, alleging that public safety requires the elimination of such incumbrance. The commissioners shall thereupon appoint a time and place for hearing the petition, and shall give such notice thereof as they shall judge reasonable to the owner of such rights, to the company, and to the owners of land adjoining the highway to be laid out as a substitute for such private crossing, as hereinafter provided, if any such highway is to be laid out. Upon the hearing of said petition, if public safety so requires, the commissioners shall authorize the company to condemn such private rights, and thereupon the company may proceed to condemn the same in the manner provided by law for the taking of lands by such companies. Upon the hearing of said petition, if the commissioners shall be of opinion that public convenience and necessity require a highway on account of the elimination of such private rights in the land of the railroad company, they may lay out a highway sufficient to satisfy public convenience; but such highway shall not be laid out if the land of a private owner, with which the incumbrance is associated, is already connected with a public highway. If the commissioners shall order a new highway, as hereinbefore set forth, they shall assess the expense of making the same, including the damages to any person whose land is taken, proportionally, upon the person and parties especially benefited thereby, but at least one-half of such expense shall be paid by the company. The commissioners may order the elimination of any private crossing at grade, as aforesaid, by the substitution of an overhead or underneath crossing, in which case the expense of making such change, including land damages, shall be paid by the company. Any per-

1876.
Rev. 1888, §3466.
1889, chs. 148,
252.
1893, ch. 263, §§1,
2, 3.

§ 3726. Suit by company, for injunction against removal of fence closing farm crossing, a sufficient suit under this section. 60 C. 200.

son aggrieved by any order or judgment of the commissioners under this section may appeal from such order or judgment to the superior court for the county in which the land lies, in accordance with the provisions for appeals in § 3747.

1897, ch. 207, §1.

§ 3727. Highway crossing discontinued. When the use of a highway crossing over a railroad has been abandoned for fifteen years, such crossing shall be deemed discontinued.

1897, ch. 207, §2.

§ 3728. When crossing must be restored. When a private crossing has been removed by a railroad company without the consent of the owner or owners, the company from whose tracks such crossing has been removed shall restore the same in good order upon the written request of the owner or owners, and for failure so to do such company shall forfeit five dollars per day to the person or persons owning or having a right to use such crossing, such forfeiture to begin thirty days from the date of such notice.

1884.
Rev. 1888, §3488.

§ 3729. Repairs and maintenance of changed highway. When the commissioners, in accepting the layout of any railroad company, have in such acceptance provided that portions of such railroad shall not be constructed until certain highways have been relocated or changed by such company, and the obligation of repairing or maintaining the whole or any part of such highways is imposed upon any person or corporation other than the town, city, or borough within which such highway may be located, such provision shall be binding upon the company, and it shall be its duty to maintain and repair said highway so relocated or changed, in the same manner and to the same extent that such other person or corporation was bound to repair and maintain the same before such relocation or change. For the purposes of this section, land may be acquired in the manner provided by law for the taking of land by railroad companies. Any such company may use the material and abutments of any existing bridge in the old highway, in the construction of a bridge in the substituted highway, and shall provide suitable temporary accommodations for public travel over the old highway until the new highway is completed, and shall be solely responsible for injuries resulting from its

§ 3729. When the jurisdictions of railroad commissioners and municipal authorities conflict, the commissioners prevail. 66 C. 222.

negligence in the matter of such temporary accommodations. The selectmen of any such town may discontinue such parts of the old highway as in their judgment are not of public convenience and necessity.

§ 3730. Guards for rails at crossings. When any railroad is crossed by a highway at the same level, the company operating such railroad shall, at its own expense, so guard its rails by plank or otherwise as to secure a safe and easy passage across its road. If the selectmen of any town, the mayor of any city, or the warden of any borough shall represent in writing to the railroad commissioners that a company has failed to comply with the requirements of this section in regard to any highway within such town, city, or borough, said commissioners shall examine such crossing and make such order as they may deem necessary to carry out the provisions of this section.

1884.
Rev. 1888, §3499.

§ 3731. Bridge guards. Penalty. Every railroad company shall, if required by the commissioners, erect and thereafter maintain suitable bridge guards at every bridge over its railroad when the overhead structure is less than eighteen feet in height above the track. Such bridge guards shall be approved by the commissioners, and be erected and adjusted to their satisfaction. Every company refusing or neglecting to comply with the provisions of this section shall forfeit fifty dollars to the state for each month of continuance in such refusal or neglect.

1878.
Rev. 1888, §§3501,
3502.

§ 3732. Footways on railroad bridges. When in the opinion of the selectmen of any town, or of the common council of any city, a footway upon the line of any railroad bridge or causeway within the limits of such town or city would be of public convenience, and the railroad company owning such bridge or causeway shall not consent thereto, such selectmen or common council may call out the railroad commissioners, who, after due notice to such company, shall inquire into the facts, at the expense of such town or city. If the commissioners shall find that a footway along such bridge or causeway would be of public convenience, they shall authorize such town or city to construct or maintain the same at their own expense, and to

1886.
Rev. 1888, §3503.

§ 3730. City has no power to repair crossing neglected by railroad; remedy is through commissioners. 70 C. 397.

attach the same for support to such bridge or causeway. Such footway shall be constructed entirely outside of the bridge or causeway to which it is attached, and so constructed, maintained, and used as not to interfere with the necessary and proper use of such bridge or causeway.

1850, 1874.
Rev. 1888, §3504.

§ 3733. Cattle guards. Every railroad company shall construct suitable cattle guards and fences at all railroad crossings of passways or highways, to prevent cattle from passing upon its railroad, except when the railroad commissioners deem it unnecessary.

1881.
Rev. 1888, §3505.

§ 3734. Fences. Every company shall erect and maintain fences on the sides of the railroads operated by it, at such places as the commissioners shall direct; and every company operating any railroad constructed under any act of incorporation passed since the first Wednesday of May, 1850, or hereafter constructed, shall erect and maintain sufficient fences on the sides of such railroad, except at such place or places as the commissioners shall judge them unnecessary. Such fences shall be erected by all companies hereafter organized, within twelve months after they take possession of the lands through which their layout extends.

1881.
Rev. 1888, §3506.
1893, ch. 210.

§ 3735. Order for fencing. Said commissioners shall make special investigation as to the condition of the fences on the line of any railroad, when so requested in writing, and if they deem it necessary, shall issue their order directing the company operating such railroad to erect or repair such fences. Said order shall specify the place or places, the manner in which and the time within which the fences are to be erected or repaired, and shall be served upon the company. Such

§ 3733. This section operates as an amendment to all railroad company charters. 27 C. 479.

§ 3734. Where act authorizing commissioners' order to fence was repealed, order became void and was not revived by reenactment of same statute. 49 C. 139. When fences were to be erected where ordered by commissioners, company was not obliged to fence until order was made. 50 C. 128. Where there were repeated grants of power, and company acted under last, it was held subject to obligation to fence, which did not apply to companies incorporated under earlier grants. 51 C. 403. Unless required by special statute, company is not bound to maintain such fences as will keep boys off the track. 53 C. 473. Company not required to maintain fence between its tracks and those of another company. 57 C. 442.

service may be made by mailing a registered letter addressed to the secretary of the company.

§ 3736. Penalty. If any railroad company shall neglect to comply with any such order it shall forfeit to the state one hundred dollars per month for each month of such neglect. The commissioners shall give notice of all such forfeitures to the state treasurer, who shall collect the same. Any person who, without neglect on his part, shall suffer damage by reason of the neglect of any company to erect or maintain fences as required by law, may recover such damage from such company. 1881.
Rev. 1888, §3507.

§ 3737. When adjoining owner neglects duty to fence. When it shall be the duty of the owner of land adjoining any railroad to erect or maintain a fence between such land and such railroad, and such owner shall have neglected to erect or maintain the same, and it shall have been erected or maintained by the railroad company in conformity to the order of the commissioners, such company may collect the cost of erecting and maintaining such fence from such owner. Such cost shall be a lien in favor of such company on such land, and shall take precedence of every other lien or incumbrance on said land, and may be foreclosed in the same manner as a mortgage lien; but shall not continue in force unless such company shall, within sixty days after the completion of such fence, lodge a certificate with the town clerk of the town in which said land is situated, describing said land and specifying the amount claimed as a lien thereon, and the dates of the commencement and completion of such fence, which certificate shall be recorded by said clerk on the land records of said town. 1881.
Rev. 1888, §3508.

§ 3738. Fences affected by contract. When by contract neither the owner of such land nor the railroad company can oblige the other to erect or maintain the fence, or such owner or his grantor has agreed not to require the railroad company to erect or maintain such fence, and such fence shall have been so erected or maintained by the company by order of the commissioners as aforesaid, such company may collect from such owner one-half of the cost of erecting and maintaining such fence, which amount shall be a lien on such land as provided in § 3737. 1881.
Rev. 1888, §3509.

§ 3736. This section should receive a reasonable rather than a literal construction. 57 C. 444.

1881.
Rev. 1888, §3510.

§ 3739. Roads operated by trustees. When any railroad shall be operated by a trustee or receiver, the duties and liabilities imposed and the rights conferred by §§ 3734, 3735, 3736, 3737, and 3738 upon companies are hereby imposed and conferred upon such trustee or receiver. Each order of the commissioners upon such trustee or receiver shall be served by some indifferent person, by leaving a true and attested copy of such order with or at the usual place of abode of such trustee or receiver, within six days of the date thereof.

1887.
Rev. 1888, §3511.

§ 3740. Complaint by state's attorney for neglect of highway. When any railroad company shall neglect to construct any highway or bridge which it is its duty to construct, or to keep in repair any bridge, embankment, filling, or abutment which it is its duty to maintain, the state's attorney in any county in which the whole or any part of said highway, bridge, embankment, filling, or abutment is situated shall make complaint thereof to the superior court for such county, and further proceedings shall thereupon be taken against such company, similar to those required against a town neglecting to construct a road laid out by the superior court, or to keep in repair a road within its limits, which it is its duty to construct or keep in repair.

1887.
Rev. 1888, §3512.

§ 3741. Property needed for changing roads or bridges. When the commissioners shall recommend to any railroad company that changes ought to be made in the roadway or in any bridge of such company, in order to make the same safer and more permanent, and, to carry out such recommendation, it shall be necessary for such company to acquire any property or any interest therein, such company may take such property or interest in the same manner as is provided for taking land in § 3687.

CHAPTER 214.

Railroad Depots.

1866.
Rev. 1888, §3513.

§ 3742. Stops near villages. When the business center of any village containing two hundred inhabitants is more than one and one-half miles from the nearest station on a railroad, and not more than one-third of a mile from said road, the rail-

road commissioners, upon the petition of twenty of said inhabitants, after due inquiry, may make such orders in regard to the stoppage of any of the trains upon such railroad, at or near such village, for the purpose of receiving and discharging passengers or freight, as they shall deem just and reasonable; and no railroad company, whose trains may be thus required to stop, shall charge more than five cents for each mile or fraction of a mile for transporting passengers between such stopping place and the next station.

§ 3743. Petition for station on unfinished road.

1865.
Rev. 1888, §3514.

When twenty electors shall present their petition to the railroad commissioners, alleging that the company owning any unfinished railroad ought to establish a station at or near a place named, and that the petitioners have reason to believe that said company does not intend so to do, the commissioners, after due notice to said company, shall hear said petition; and if on such hearing the commissioners find that said petition should be granted, they shall in writing designate the place for a station, within the limits stated in said petition, and said company shall establish and maintain a suitable station at such place. Either said petitioners or said company may appeal from any decision of the commissioners on said petition, to a judge of the superior court, who may affirm, reverse, or modify such decision and tax costs as he may deem best.

§ 3744. Abandonment of station regulated.

1866.
Rev. 1888, §3516.

No company shall abandon any station on its railroad, after the same has been established for one year, except with the approval of the railroad commissioners, given after a public hearing held at such station, notice of which shall be posted conspicuously in such station for one month previous to the hearing.

§ 3745. Change of station when line is moved.

1889, ch. 90.

Whenever the directors of any company shall change the location of the track of any railroad owned or leased by such company, for the purpose of improving the line of the railroad, and shall desire to abandon the former line, and there shall be a

§ 3744. Place where trains stopped for passengers and mail, but where no tickets were sold, held to be a station. 37 C. 153. Commissioners' order for discontinuing station held void because conditional. 41 C. 356. Order for discontinuing old station on erection of new valid. 42 C. 56. Statute requiring trains to stop at a given station upheld. 43 C. 351.

railroad station upon the line which it is proposed to abandon, such directors may apply in writing to the railroad commissioners for authority to abandon the use of such station, after a new station has been provided at some convenient point upon the new line of such railroad. Whenever such application is made, the commissioners shall fix a time and place for a hearing, and shall give notice of the same by causing to be posted at least thirty days before the time of such hearing, in the railroad station which it is proposed to abandon, a copy of such application and order of notice; and may upon such hearing fix the location of a new station upon the new line, and when such new station has been constructed and opened for the use of the public, such company may abandon the old station.

1893, ch. 165.

§ 3746. Restoration of station. Whenever any freight or passenger station on any railroad shall be destroyed or rendered unfit for use, the company owning such station shall rebuild or repair the same within a reasonable time. If such company shall neglect so to do, the commissioners shall make such order regarding such rebuilding or repairing as they deem just and proper, and said order may be enforced by mandamus brought in the name of the state.

1374.
Rev. 1888, §3518.
1889, ch. 213.

§ 3747. Appeals from orders relating to stations. Any person aggrieved by any order of the railroad commissioners, upon any proceeding relative to the location, abandonment, or changing of stations to which he was or ought to have been made a party, may appeal from such order to the superior court of the county in which the cause of appeal shall arise, within thirty days after the publication of such order, by a petition in writing, with a proper citation signed by competent authority to all parties to said proceedings having an interest adverse to him, to be served upon them at least twelve days before the return day. Said court may hear said appeal and re-examine the question of the propriety and expediency of the order appealed from, either by itself or a committee, and shall proceed thereon in the same manner as upon complaints for equitable relief; and in case said order is not affirmed, may make any other order in the premises that it may deem proper and which might have been made by the railroad commissioners, and may award costs at its discretion. Such appeal shall be a *supersedeas* of the order appealed from until the final action of the court thereon,

and said final order may be enforced by said court by attachment, mandamus, or otherwise, as it shall deem proper.

§ 3748. Petition for order to stop trains. When any railroad company shall refuse to stop any of its passenger trains at any station, ten freeholders of the town in which such station is situated may make their application in writing to the superior court, and if said court is not in session, to any judge thereof, praying that such company may be ordered to stop the train or trains mentioned in said application at said station, to which application a citation shall be annexed, and the same shall be served upon such company at least six days before the return day named therein. Said court or judge shall thereupon appoint a committee of three disinterested persons, who, after being duly sworn and after such notice to the parties as said court or judge may direct, shall hear said application and report their decision to said court; either party may object to the acceptance of such report, and the court may for proper cause set it aside and order a rehearing. When any such report has been accepted, the court may, if the committee's decision is in favor of the applicants, order said company to stop the train or trains as prayed for, or may make any other order which it may deem just and proper, and may tax the costs of said proceedings against either or both of said parties. Said order may be enforced by mandamus.

1868.
Rev. 1888, §§3519,
3520, 3521, 3522.

CHAPTER 215.

Obligations of and to Steam Railroad Companies.

§ 3749. Sunday trains restricted. No railroad company shall run any train on any road operated by it within this state, between sunrise and sunset on Sunday, except from necessity or mercy; *provided*, that it may run trains carrying the United States mail, and such other trains or classes of trains as may be authorized by the railroad commissioners, on application made to them on the ground that the same are required by public necessity or for the preservation of freight.

1887.
Rev. 1888, §3523.
1899, ch. 48.

§ 3750. Freight not to be handled on Sunday; exceptions. No such company shall permit the handling, loading,

1887.
Rev. 1888, §3524.
1889, ch. 23.

or unloading of freight on any road operated by it, or at any of its stations within this state, between sunrise and sunset on Sunday, except from necessity or mercy; *provided*, that the commissioners may suspend the operation of this section, so as to permit the handling, loading, or unloading of freight by transfer of said freight between steamboats and cars, until eight o'clock in the forenoon, at any depot or station where, upon application made to them, they shall find that the same is required by public necessity or for the preservation of freight.

1887.
Rev. 1888, §3525.

§ 3751. Penalty. Every such company which shall violate any provision of §§ 3749 or 3750 shall forfeit to the state the sum of two hundred and fifty dollars for each violation.

1887.
Rev. 1888, §3526.
1895, ch. 123.

§ 3752. Fares on Sunday trains; forfeiture. No such company shall transport passengers on Sunday, upon any train deemed necessary according to the intent of § 3749, for less than the regular fare collected on week days, *provided* that commutation, season, and mileage tickets may be used on Sunday. No such company shall issue or accept for any travel on said day excursion or other special bargain tickets. Every company which shall violate any provision of this section shall forfeit to the state fifty dollars for each violation.

1887.
Rev. 1888, §3527.

§ 3753. Effect of preceding sections. The provisions of §§ 3749, 3750, 3751, and 3752 shall not affect statutes which prohibit secular work or recreation on Sunday, except in so far as said provisions may be found in their operation to be inconsistent with said statutes.

1883.
Rev. 1888, §3528.

§ 3754. Standard time; forfeiture. Every such company in its public advertisements and time tables, shall make use of the standard time of this state for all stations within the state. Every company which violates this section shall forfeit to the state twenty-five dollars.

1883.
Rev. 1888, §3531.

§ 3755. Approach to station; forfeiture. Every such company shall maintain a convenient and safe approach for carriages to each of its passenger stations from the highway, and for a reasonable time before and after the arrival of every passenger train stopping at such station shall keep such approach free from obstruction. The commissioners may make such orders as they deem necessary and reasonable in each such

case to which their attention is called. Every company violating such an order shall forfeit to the state one hundred dollars for each day of such violation.

§ 3756. Companies to afford mutual facilities. Every such company shall run its passenger trains at such times and in such manner as to afford reasonable facilities for receiving passengers from and delivering them to other connecting railroads in this state. 1859, 1864.
Rev. 1888, §3529.

§ 3757. Commissioners may regulate connections. Any person, claiming to be aggrieved by the neglect of any such company or companies to comply with the provisions of § 3756, may, with the written approval of the selectmen of any town through which the railroad of any such company passes, bring his written petition to the commissioners, alleging such neglect. Said commissioners shall thereupon appoint a time and place for hearing the same and give reasonable notice thereof to said petitioner and to such company or companies, and after such hearing the commissioners shall make such order relating to such connection as they shall find to be practicable and reasonable, and shall communicate their decision to the petitioner and to such company or companies within twenty days after the final hearing. Every such company failing to comply with such order within ten days after receiving notice of such decision shall forfeit fifty dollars to the state for each day of such non-compliance after the expiration of said ten days. 1864.
Rev. 1888, §3530.
1889, ch. 131.

§ 3758. Roads intersecting trunk line to have equal facilities. When the trunk line of any company shall, at or near the same place, connect with or be intersected by two or more other railroads, which are competing lines for the business to or from such trunk line, the company operating such trunk line shall afford equal facilities, including price and rates, to each of such competing roads, in the interchange of cars, the transportation of freight, the furnishing of tickets to passengers, and the checking of baggage. 1859.
Rev. 1888, §3532.

§ 3759. Aggrieved company may apply to commissioners. If any such competing company shall at any time deem itself aggrieved in reference to such facilities, it may complain to the commissioners, who, after due notice and hearing, shall prescribe such regulations as, in their judgment, will secure 1859.
Rev. 1888, §3533.

reasonable facilities for the accommodation of the business of each of said connecting railroads, and fix the terms on which such facilities shall be afforded by or to each of such companies; and the superior court may compel the observance thereof, by attachment, mandamus, or otherwise, and the expenses of the proceedings shall be paid by the parties, as the court shall determine.

1856, 1859.
Rev. 1888, §3534.

§ 3760. Order by commissioners as to connections.

When it shall appear to the commissioners, by the written complaint of any railroad company, or a majority of the selectmen of any town through which any railroad passes, that the business connections of any connecting railroad are not convenient and reasonable for the accommodation of the inhabitants on the line of such road, the commissioners shall forthwith cause a notice to be given to all parties interested, specifying the time and place of hearing such complaint; and if, on such hearing, good and sufficient cause shall be found to exist, they shall make such regulations concerning such accommodation as they shall deem proper. Every company neglecting to comply with such regulations shall forfeit to the state twenty-five dollars for each day of such neglect.

1874.
Rev. 1888, §§3535,
3536.

§ 3761. Facilities for connecting roads; forfeiture.

Every company operating a railroad wholly or in part in this state, which connects with any other railroad in this state, shall receive, and with reasonable dispatch draw over its road, the passengers, merchandise, and cars of the company operating such connecting railroad, and shall not in any manner discriminate as to time and price for such hauling against such connecting railroad, in favor of other shippers at said point of connection. If any such company shall fail to comply with the foregoing requirements, complaint thereof may be made by the company operating such connecting railroad to the commissioners, who, after reasonable notice to the company complained of, shall, if upon hearing they find the complaint true, order the company complained of to receive and forward, according to the requirements of this section, such passengers, merchandise, and cars as may be delivered to it from said connecting railroad. Every company refusing to conform to such order shall forfeit to the state twenty-five dollars.

§ 3762. Safety couplers on freight cars. Every company, operating a railroad located wholly or partly in this state, shall cause every freight car built or purchased for use on such railroad to be provided with couplers so arranged as to render unnecessary the presence of any person between the ends of the cars for the purpose of coupling the same.

1882.
Rev. 1888, §3537.

§ 3763. Couplers to be approved by commissioners. No couplers shall be placed on any such freight car, nor shall any couplers be substituted for any in use, until the same shall have been approved by the commissioners, and such couplers shall be hung at such height above the railroad track as shall be designated by the commissioners.

1882.
Rev. 1888, §3538.

§ 3764. Penalty. Every railroad company which shall permit a violation of any provision of §§ 3762 or 3763 shall forfeit fifty dollars to the state for every such violation.

1882.
Rev. 1888, §3539.

§ 3765. Platforms; hand cars; water; checks; name on stations; placards on cars. Every such company shall provide its passenger, baggage, mail, and express cars with suitable platforms or connecting aprons or bridges, to secure the safety of persons passing from car to car, to the approval of the commissioners, except that freight or baggage cars need not be thus connected with the platform of passenger cars attached to freight trains; no company shall allow any hand car, or other car not moved by steam used upon its railroad, when removed from the railroad track, except when placed in a building prepared for it, to remain within fifty feet of any road or highway crossing said track. Every such company shall carry in each passenger car a sufficient quantity of good drinking water, with a clean tumbler or cup, for the free use of the passengers, or instead thereof shall carry through each passenger car, once an hour, a suitable quantity of good drinking water, with a clean glass tumbler, for the free use of the passengers; shall give each passenger, who shall be separated from his baggage by such company, a receipt or check for it at the time of separation; shall conspicuously post on each passenger depot the name of the station, and on each passenger car which leaves the terminus of any road operated by it, a legible card, not less than three feet in length, with large letters, distinguishing way from express trains, and designating the direction in which each train

1848, 1864, 1866,
1867, 1872.
Rev. 1888, §3540.
1889, ch. 83.

is next to move, unless such cards shall be dispensed with by the commissioners.

1882.
Rev. 1888, §3584.

§ 3766. Water-closets at stations. Every company operating a steam railroad shall maintain at each regular passenger depot such suitable water-closets as in the judgment of the commissioners the public convenience may require. The commissioners may make all necessary orders relating thereto and enforce the same by mandamus in the name of the state.

1893, ch. 106.

§ 3767. Bulletin of late trains; penalty. The railroad commissioners, whenever requested by twenty legal voters residing within two miles of any station on a railroad in this state, or by the mayor of the city, the first selectman of the town, or the warden of the borough in which such station is located, shall require the company owning such station to bulletin the arrival and departure of all trains over ten minutes late, together with a statement of the cause of the delay of such trains. No such order shall be rescinded except after hearing by the commissioners held at or near such station, after reasonable notice by mail to the signers of such request. Any company failing to comply with such order shall be subject to the penalties prescribed in § 3888.

1867.
Rev. 1888, §3541.

§ 3768. Payment of fare not to be evaded. No person shall fraudulently evade or attempt to evade the payment of any fare lawfully established by a railroad company. No person who does not, upon demand, pay such fare, shall be entitled to be transported over any railroad; but conductors or employees of railroad companies shall not put a passenger off a train between stations.

1865.
Rev. 1888, §3542.
1897, chs. 160,
181.

§ 3769. Change in commutation fares regulated. No railroad company which has had a system of commutation fares in force more than four years shall alter or abolish it, except for the regulation of the price charged for such commutation, and such price shall in no case be raised to an extent that shall alter the ratio as it existed on the first of July, 1865, between such commutation and the rates then charged for way fares on

§ 3768. Conductor may remove passenger who refuses to pay. 28 C. 89. Company upheld in removing passenger for refusing to pay amount greater than cost of ticket, though ticket could not be obtained. 24 C. 249. Passenger is entitled to reasonable time to find misplaced ticket. 38 C. 559.

the railroad of such company. Nothing herein contained shall prevent any railroad company from issuing commutation tickets of a different system whenever the person to whom the same are issued is willing to accept the same. This section shall not apply to any contracts between this state and such company, for the transportation of members of the general assembly.

§ 3770. Transportation of milk; forfeiture. Every railroad company which refuses to transport milk for any person, on the same train and on the same conditions on which it transports milk for any other person, shall forfeit to the state twenty dollars for each offense. 1873.
Rev. 1888, §§ 3543,
3544.

§ 3771. Regulations for transportation of explosives; forfeiture. No such company shall receive for transportation or transport any explosive material or compound, except in accordance with such regulations as shall be prescribed by the railroad commissioners, who are hereby authorized to make such regulations, which shall supersede and render void all other laws and regulations relative to the transportation of such material or compound by such companies in this state. The commissioners shall furnish copies of all such regulations to all such companies. After such regulations have been made and copies furnished as aforesaid, any such company transporting any explosive material or compound, except in accordance with such regulations, shall forfeit to the state not less than ten or more than five hundred dollars for each offense. 1899, ch. 8.

§ 3772. Freight charges regulated. No railroad company shall charge or receive, for the transportation of freight to any station on its road, a greater sum than is at the time charged or received for the transportation of the like kind and quantity of freight, from the same original point of departure and under similar circumstances, to a station at a greater distance on its road in the same direction. Two or more railroad companies, whose roads connect, shall not charge or receive, for the transportation of freight to any station on the road of either of them, a greater sum than is at the time charged or received for the transportation of the like kind and quantity of freight, from the same original point of departure and under similar circumstances, to a station at a greater distance on the road of either of them in the same direction. In the construc- 1885.
Rev. 1888, § 3545.

tion of this section the sum charged or received for the transportation of freight shall include all terminal charges; and the road of a company shall include all the road in use by it, whether owned or operated under a contract or lease.

1885.
Rev. 1888, §3546.

§ 3773. Forfeiture. Every railroad company which violates any provision of § 3772 shall be liable for all damages sustained by reason of such violation, and shall forfeit two hundred dollars to the state, to be recovered by the state's attorney of the county in which such violation takes place, but no action for any such forfeiture shall be maintained unless the same is brought within one year from the date of such violation.

1889, ch. 212, §1.

§ 3774. Charge for detention of cars regulated. No company owning or operating a railroad in this state shall claim, demand, or collect from any shipper or consignee of merchandise or freight, any sum, damage, or charge for the delay or detention of cars in loading or unloading, for any period of less than four consecutive days, Sundays and legal holidays excluded. Such four days shall be computed from the time the cars become accessible to the shipper or consignee for the purpose of loading or unloading.

1889, ch. 212, §2.

§ 3775. Charge for storage regulated. No such company shall claim, demand, or collect, from any consignee, of merchandise or freight, any sum for the storage thereof in a freight house, warehouse, or other structure, for a period of less than two consecutive days, Sundays and legal holidays excluded. Such two days shall be computed from the time of the arrival of such merchandise or freight at the place of delivery. Every such company violating this section or § 3774 shall forfeit to the state double the amount so claimed, demanded, or collected.

1889, ch. 212, §3.

§ 3776. Lien for transportation charges. No such company shall have a lien upon merchandise or freight transported by it for transportation charges, or for advances upon freight so transported, unless such company shall, upon request, deliver to the consignee of such freight or his agent, for his own use, a copy of the bill or statement of such charges and advances as the same appears upon the waybill held by such company.

§ 3777. Penalty for refusing to transport material.1879.
Rev. 1888, §3547.

Every such company which refuses to transport over the line of its road any railroad ties, sleepers, or material to be used in the construction or repair of any other railroad, at the same rate or price as other freight of the same class, shall forfeit to the state not less than fifty nor more than three hundred dollars.

§ 3778. Penalty for refusing to give receipt.1867.
Rev. 1888, §3548.

Every such company which refuses to give a receipt to the owner or shipper, describing any commodity delivered to it for transportation, shall forfeit to such owner or shipper fifty dollars.

§ 3779. Fire caused by engine; insurable interest.1881.
Rev. 1888, §3581.

When property is injured by fire communicated by an engine of a railroad company, without contributory negligence on the part of the person entitled to the care and possession of such property, such company shall be held responsible in damages to the extent of such injury to the person so injured. Every such company shall have an insurable interest in the property for which it may be so held responsible in damages, and may procure insurance thereon in its own behalf.

§ 3780. Notice of claim.1881.
Rev. 1888, §3582.

No action shall be brought under § 3779, unless written notice of the claim is given to such company within twenty days after the fire, specifying the day and time of the fire, the property injured, and the amount claimed as damages. Such notice may be given by a letter signed by the claimant or his agent, mailed to the superintendent of the railroad, or delivered to its station agent at a station in the town where the fire occurred.

§ 3781. Land damages not to be affected by fire risk. No appraisal of damages, for land taken or injured by the location or construction of a railroad, shall include any compensation for the increased risk of fire to any buildings

1881.
Rev. 1888, §3583.

§ 3779. Company held for damage to B's property caused by fire starting on A's land, and left burning at A's request. 52 C. 271. Statute held constitutional, and that "other property" included fences and trees. 54 C. 447. Statute is not penal, and action thereon is not barred for six years. 56 C. 21. Company cannot have advantage of owner's insurance on property destroyed. 60 C. 129. Liability statutory, not for negligence. 62 C. 339. Contributory negligence will defeat recovery on this statute. 72 C. 28.

§ 3781. It is impracticable to assess beforehand damage which may result from future fire. 54 C. 464.

erected or to be erected on land outside of such location, on account of sparks from engines on such railroad.

1856.
Rev. 1888, §3549.

§ 3782. Certain employees to wear badges. All the conductors, brakemen, and baggagemen, employed upon the passenger trains of any company, when on duty shall wear, in a conspicuous place, a badge showing their respective duties and the name of such company.

1849, 1865, 1867.
Rev. 1888, §§3550,
3551.

§ 3783. Trespass on railroad property forbidden. No person shall, without the permission of the managers of a railroad, be upon, or attach himself to, any engine or car upon the track of such railroad, or occupy any part of the platform or grounds of any station of such railroad, or ride; drive, or lead any beast on said track, except for the purpose of crossing it. Every station agent of any such company, who shall know or have immediate information that any person has violated any provision of this section, shall forthwith notify a grand juror or other informing officer of the town in which such offense shall have been committed.

1865.
Rev. 1888, §3552.

§ 3784. Penalty. Every person who shall violate any provision of § 3783 shall be fined not more than fifty dollars, or imprisoned not more than thirty days, or both.

1865.
Rev. 1888, §3478.

§ 3785. Warnings at grade crossings. Every company shall keep and maintain, at each crossing at grade of any highway at which there is no gate, warning boards of such a description as the commissioners may approve.

1851.
Rev. 1888, §3553.

§ 3786. Bells and whistles. Every engine used upon a railroad shall be supplied with a bell of at least thirty-five pounds weight, and a suitable steam whistle, which bell and whistle shall be so attached to such engine as to be conveniently accessible to the engineer and in good order for use.

1851.
Rev. 1888, §3554.

§ 3787. Bells and whistles to sound at crossings. Every person controlling the motions of an engine on a railroad

§ 3787. Company owes only ordinary care to persons on highway near railroad. 56 C. 457. Unless ordered by commissioners, only such safeguards as the statute requires need be furnished. 57 C. 23. Engineer is not usually required to sound both whistle and bell, but must use both if circumstances require. 59 C. 369. Engineer to be judged by circumstances as they appeared to him at the time. 60 C. 299. If engineer complies with statute as to signals, he fulfills his whole duty, in the absence of special circumstances. 72 C. 212.

shall commence sounding the bell or whistle when such engine is approaching, and is within eighty rods of the place where such railroad crosses any highway at grade, and shall keep such bell or whistle occasionally sounding until such engine has crossed such highway. The company in whose service such person may be shall pay all damages which may accrue to any person in consequence of any omission to comply with any provision of this section; and no railroad company shall knowingly employ an engineer who has been twice convicted of violating any provision of this section.

§ 3788. Signals on train operated by electricity. Any steam railroad company operating any train by electricity may provide and use on such train an air whistle in lieu of a steam whistle as provided by §§ 3786 and 3787; and such provision and use on trains operated by electricity shall be deemed to be a full compliance with the requirements of said sections.

1899, ch. 6.

§ 3789. Assistant engineer or fireman may signal. Every engineer in charge of an engine may direct and authorize any fireman or assistant engineer, who is under his authority at the time, to perform the duties imposed upon him as such engineer by § 3787, but nothing in this section shall relieve the engineer from any liability or responsibility.

1887.
Rev. 1888, §3555.

§ 3790. Signal at crossing not at grade. When it shall appear to the railroad commissioners, upon the written complaint of the selectmen of any town, that public safety requires the sounding of the engine whistle at any highway crossing when the train passes over or under such highway, they shall make such order in relation thereto as they deem proper.

1882.
Rev. 1888, §3556.

§ 3791. Engineers to have copies of law and be sworn. No company shall permit any person to drive an engine upon a railroad operated by it, unless he shall have first received a printed copy of §§ 3786 and 3787 and of this section, and shall have made oath that he will faithfully comply with their provisions.

1851.
Rev. 1888, §3557.

§ 3792. Commissioners may regulate signals. When the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough shall bring their petition in writing to the railroad commissioners,

1881, 1886.
Rev. 1888, §§3558,
3559.
1895, ch. 139.

representing that the public interest requires that the blowing of the engine whistle at certain points within the limits of such town, city, or borough shall be dispensed with, the commissioners shall appoint a time and place for hearing said petition, and shall give reasonable notice thereof to the petitioners and the company operating such railroad. If, after such hearing, the commissioners shall be of opinion that the sounding of the whistle as aforesaid can be safely dispensed with, they shall direct such company to omit such signal and require any other signal in lieu thereof which they shall judge best. The commissioners may from time to time thereafter, upon the petition either of such company or of such local authorities, after due notice and hearing, modify or annul any such order. Such company shall obey any order of the commissioners made in accordance with this section.

1853, 1869.
Rev. 1888, §3560.

§ 3793. Trains to stop before crossing drawbridge or railroad. Every train shall be brought to a full stop, at a distance of not less than two hundred feet nor more than eight hundred feet, from the draw in every drawbridge upon the line of the railroad over which it runs, and from every point where such railroad is crossed by another railroad, and in plain sight of the same, before being run upon or over such draw or crossing; but the commissioners may in writing authorize the passing of any such draw or crossing without stopping as aforesaid, when, in their opinion, it can be done consistently with public safety.

1853.
Rev. 1888, §3561.

§ 3794. Penalty. Every person running such a train, who shall violate any provision of § 3793, shall be fined not more than one hundred dollars, or imprisoned not more than three months; and the president and directors of every railroad company who shall knowingly permit any violation of the same shall be fined five hundred dollars.

1865.
Rev. 1888, §3563.

§ 3795. Trains to stop at station near drawbridge. Every train obliged to come to a full stop before crossing any drawbridge shall, when the commissioners so order, stop at the regular station nearest to such bridge for a sufficient length of time to accommodate passengers who may desire to enter or leave such train, if such station is in full view of such bridge, and not more than one hundred and twenty rods therefrom.

§ 3796. Complaint of interference with navigation.1885.
Rev. 1888, §3562.

The commissioners shall investigate all complaints made to them against railroad companies of interference with navigation in the use of drawbridges over any navigable waters, and shall make such orders in reference thereto as will in their judgment remove all just cause of complaint, in so far as this can be done with due regard for the rights of the parties affected and the public safety.

§ 3797. Switches at railroad junctions.1853, 1856.
Rev. 1888, §3564.

No company shall permit any passenger train to be run over any switch, at any railroad junction, or at any station where such train does not regularly stop or is not then to be stopped, unless there be, at the time when such train arrives near such switch, a switchman standing at such junction switch or at the station switch so first approached, with a white flag by day or a light at night, to indicate that such switch is in a proper position for the passage of such train; or unless, in the absence of such switchman, such train shall first be brought to a full stop at a distance of not less than two hundred feet nor more than seven hundred feet therefrom. Every person who shall run a train over any switch, contrary to the provisions of this section, shall be fined not more than one hundred dollars, or imprisoned not more than sixty days, or both; and the president and directors of any company, who shall permit a train to be run over any switch contrary to the provisions of this section, shall be fined five hundred dollars; but the commissioners may dispense with any such switchmen.

§ 3798. Regulation of speed and stops.1873.
Rev. 1888, §3565.

The commissioners may permit passenger trains to be run past any switch, station, or highway crossing, without stopping, at such rate of speed as they may prescribe, upon the provision by the company of such safeguards for the protection of its passengers and the public as the commissioners may require. If such company shall neglect to make such provision, it shall forfeit five hundred dollars to the state.

§ 3799. Number of brakemen.1853, 1854.
Rev. 1888, §3566.

Upon every train run, or intended to be run, upon any railroad in this state, at a greater average speed than thirty miles an hour between stations, and including more than two passenger cars, one brakeman shall be kept at the brake of each car; but when the double-action brake is used on any such train, but one brakeman need be kept

upon and for every two cars connected with such train. The commissioners may grant permission to any company to reduce the number of brakemen required upon passenger trains, when such company has adopted a system of brakes to be operated by the engineer, which in the opinion of the commissioners will render such number of brakemen unnecessary. The commissioners may revoke such permission when they consider that public safety requires; and on such revocation the company shall place upon its trains the number of brakemen required by law.

1853, 1881.
Rev. 1888, §3567.

§ 3800. Notice to commissioners of accidents. Every railroad company shall, within twenty-four hours after the occurrence of any accident attended with personal injury, give notice of the same to the commissioners in writing, who, upon receiving such notice or upon public rumor of such accident, may repair, or dispatch one of their number, to the scene of said accident, and inquire into the facts and circumstances thereof. The commissioners shall, without charge, furnish any person injured, or the friends of any person killed, any information they may have acquired in relation to such accident, and the names of the persons from whom the same was obtained or by whom the same may be proved.

1883.
Rev. 1888, §3568.

§ 3801. Hospital stretchers to be provided. Every such company shall provide and cause to be placed in some car attached to each train passing over its railroad, and at every passenger station, a suitable hospital stretcher for use in case of accidents.

1884.
Rev. 1888, §3585.

§ 3802. Duties of trustees and receivers. All duties and obligations imposed by law upon such companies, in reference to returns to be made to the comptroller or commissioners, are hereby imposed upon trustees, receivers, or other persons, that lay out, construct, maintain, or operate a railroad operated wholly or in part by steam power.

1897, ch. 37.

§ 3803. Passenger car regulations. Every railroad company may make and enforce reasonable regulations concerning the kind and size of packages or baggage which may be brought into passenger cars, and concerning the use of seats and passageways in cars.

Bonds, Mortgages, and Foreclosures.

§ 3804. Company may issue bonds. Every railroad company may borrow money and give its bond therefor, signed by its president and countersigned by its treasurer. Before being issued, such bonds shall be registered in the office of the comptroller, and a certificate of such registration shall appear on each bond. The comptroller shall cancel any bonds so registered which may be brought to him for cancellation, and enter the act of canceling in his register. No such company shall issue any bonds of a less denomination than one hundred dollars, nor have bonds outstanding at any one time to a greater amount than one-half the sum which its president, treasurer, and an engineer approved by the railroad commissioners, shall certify under oath has been actually expended upon its railroad, and any false swearing in the matter shall be perjury. The comptroller shall not permit the bonds of any railroad company, registered in his office, and uncanceled, to exceed the amount limited in this section. Such company may dispose of its bonds as authorized by its stockholders.

1849, 1860, 1867.
1882.
Rev. 1888, §3570.

§ 3805. May secure bonds by mortgage. Such company may secure such bonds by a mortgage of its property, or any part thereof, by deed duly executed by its president, under the corporate seal, to the treasurer of the state and his successors in office, in trust for the holders of such bonds, and recorded in the office of the secretary of state.

1849.
Rev. 1888, §3571.

§ 3806. Property subsequently acquired covered by mortgage. Foreclosure. When any such company has mortgaged, or shall mortgage, its railroad, pursuant to law, to secure its bonds, and has included or shall include in such mortgage all or any part of its rolling stock, locomotives, and cars, whether those owned by it at the date of such mortgage, or those there-

1877.
Rev. 1888, §3572.

§ 3804. Action does not lie on interest warrant annexed to bond, but not containing promise. 26 C. 120. Measure of damages for nonpayment of principal of bonds *held* to be interest at rate fixed by contract. 29 C. 268.

§ 3805. Mortgage of franchise sustained. 23 C. 435. General railroad mortgage *held* to cover office furniture. 46 C. 129. *Held* to cover property acquired after date of mortgage. 46 C. 156. *Held* not to cover lands outside of layout, subsequently acquired and not needed by company; *held* to cover lands purchased with company's funds, though title was in names of officers. 50 C. 150.

§ 3806. *Held* that railroad mortgage could only be foreclosed by state treasurer. 50 C. 159.

after to be acquired by it for use upon said railroad, or both, such mortgage shall be deemed valid and effectual, as respects all the property therein included as aforesaid, and may be foreclosed in the same manner as ordinary mortgages of real estate; and the record thereof in the office of the secretary of state shall be a sufficient record and notice to protect the title under the mortgage, although such company remains in possession of the mortgaged property.

1883.
Rev. 1888, §§ 3447,
3448.

§ 3807. Issue of bonds. Every company consolidated under the provisions of §§ 3674 to 3677, inclusive, may issue bonds, and secure the same by a mortgage of all its franchises and property, both within and without this state, existing or to be acquired, or any part thereof, to one or more trustees, nominated by said company and approved by the governor; and said mortgage may provide for a foreclosure or sale of the entire road and franchises in both states, in case of a default upon the bonds, by judgment or decree of a court of competent jurisdiction in this state. The provisions of § 3804 shall apply to the bonds and mortgage authorized by this section.

1889, ch. 218.

§ 3808. Limitation of guaranty of bonds and stock. Every railroad company which shall guarantee the payment of the principal or interest of any bonds, or dividends on any stock issued by any other corporation, shall cause such bonds and the certificates for such stock to be registered in the office of the comptroller, and a certificate of such registration shall appear on the face of each of such bonds and certificates of stock. The comptroller shall cancel any bonds or certificates of stock so registered which may be brought to him for cancellation, and enter the act of canceling in his register. No such company shall guarantee bonds or stock to an amount which, together with the outstanding bonds issued by such guaranteeing company, shall exceed one-half the actual cost of the construction of the railroad of such company, to which actual cost the president and treasurer of such company, and an engineer approved by the railroad commissioners, shall certify under oath, and any false swearing shall be perjury. The comptroller shall not permit the registration of the bonds of any such company, or of any bonds whose principal or interest is guaranteed by such company, or of any stock of another company upon which any income or

dividend is guaranteed by such company, so long as there are outstanding and uncanceled bonds of such company and bonds or stock guaranteed by it, the principal of which bonds and guaranteed bonds and stock taken together is equal to one-half the cost of such company's railroad certified to in the manner hereinbefore set forth. No such company shall issue its own bonds or guarantee the principal or interest of bonds or a dividend upon stock of any other company so long as there are outstanding and uncanceled, its own bonds, or the bonds or stock of another company, guaranteed as aforesaid, or both, to a principal amount equal to one-half the cost of the railroad of such company, certified to in the manner above set forth.

§ 3809. Surrender of road to mortgage trustee.

When any such company shall have mortgaged its property or any part thereof to any person, in trust, for the security of its creditors, or any class of them, and shall have made default in the payment of principal or interest due to such creditors, any such creditor may bring his complaint to the superior court, in any county in which such railroad or any part thereof is located, setting forth such fact and claiming that such trustee may be placed in possession of such property, for the benefit of such creditors. Such complaint shall be heard and determined at the first session of the court to which it is returnable, unless continued for reasonable cause; and if the allegations therein are found true, such court shall decree that such company and its president and directors, under a suitable penalty, shall surrender such mortgaged property to the trustee, for the benefit of such creditors.

1858.
Rev. 1888, §3573.

§ 3810. Liability of trustee limited.

When any such trustee shall have taken possession of any property pursuant to the provisions of § 3809, or pursuant to any authority contained in the mortgage or deed of trust, he shall take charge of and operate such railroad or railroad property for the benefit of the creditors for whom such trust was created, and shall not be personally liable for any injury arising from the operation of such road, unless resulting from his wilful mismanagement, or for any contracts made by him as such trustee; but all such property shall be liable for the acts and proceedings of such trustee, in the execution of his trust, to the extent of the interest of the creditors for whose benefit he acts, and any proceeding for the

1858.
Rev. 1888, §3574.

purpose of making such property liable shall be brought against such trustee, describing him as such.

1858.
Rev. 1888, §3575.

§ 3811. Trustee to make inventory. The trustee, upon taking possession of such property, shall make under oath an inventory of all property which comes into his possession, and lodge it for record in the office of the secretary of state; and if any other property shall afterward be discovered by him, he shall make and lodge a like inventory.

1858.
Rev. 1888, §3576.

§ 3812. Trustee to render accounts; may complete foreclosure. The trustee, while operating such road, shall file quarterly, in the office of the secretary of state, an account of all moneys received or disbursed by him in the course of his agency; and may proceed at his discretion, in the superior court in any county in which such railroad or any part thereof is located, to foreclose such company and all subsequent incumbrancers, for the benefit of the bondholders or other creditors for whom he acts; and such court may limit the time for the redemption of the mortgaged property, as in ordinary foreclosure proceedings.

1858.
Rev. 1888, §3577.

§ 3813. Court may remove trustee and appoint successor. If such trustee shall neglect or unnecessarily delay to perform his duties, any creditor represented by such trustee may apply to the superior court in any county in which such railroad or any part thereof is located, for such trustee's removal. Such application shall be privileged in the order of its trial, and if the facts therein set forth are found true, such court may remove such trustee from his office and appoint another in his stead.

1858.
Rev. 1888, §3578.

§ 3814. Prior incumbrancers not affected. Nothing in §§ 3809, 3810, 3811, 3812, and 3813 shall affect any mortgage, trust, or lien upon the property foreclosed, which was created prior to the mortgage, trust, or lien, under which such trustee may act; but the trustees for all such prior incumbrancers may proceed, by foreclosure or otherwise, notwithstanding any act or proceedings by subsequent incumbrancers or their trustees.

1874.
Rev. 1888, §3579.

§ 3815. Trustee to have same powers as corporation. When any such railroad is in the possession of a trustee, he shall

§ 3812. Trustee represents all bondholders, and they need not be given personal notice of judicial proceedings. 53 C. 349.

have the same rights, powers, and privileges as are conferred upon railroad companies; and all expenses and damages incurred in good faith by such trustee in possession, to improve the lines of the railroad so in his charge, shall be reimbursed to him from the earnings of such railroad while he has the possession thereof.

§ 3816. Administration expenses to be deducted from earnings. The expenses of operating such railroad or other property, including repairs and all other reasonable expenses of the trustee, and any damages incurred for any injury sustained during the time of his execution of said trust, and all claims secured by any prior mortgages or incumbrances which shall have become payable before or during said time, and also a reasonable compensation to be allowed to the trustee by the superior court, shall be deducted from the earnings of the road, before any part of such earnings shall be paid to the creditors.

1858.
Rev. 1888, §3580.

§ 3817. Purchasers under foreclosure may reorganize corporation. Whenever the property and franchises of any railroad company shall have been sold pursuant to a judgment or decree of a court of competent jurisdiction, in a suit for the enforcement or foreclosure of a mortgage on such railroad, the purchaser or purchasers at such sale, or his or their grantees and their associates and successors, in case they shall desire to continue the operation of such railroad, shall, upon filing in the office of the secretary of state the certificate hereinafter provided for, be a corporation by the name designated in such certificate, with power to hold, use, maintain, and operate such railroad, with all the powers enjoyed by railroad corporations under the general laws of this state.

1897, ch. 88, §1.

§ 3818. Certificate of incorporation. The certificate to be filed as aforesaid shall be signed, sealed, and acknowledged by the persons who have acquired such property and franchises, or a majority of them, and shall set forth: (1) the name of the corporation; (2) the names of such persons, not less than twenty-five in number, as shall have associated themselves together for the organization of such corporation, and the names of the persons who shall compose the first board of directors; (3) the amount of capital stock and the number of shares into which the same is divided; (4) the owners of such shares at the date of filing such certificate. The amount of such capital stock

1897, ch. 88, §§2,
3, 4.

shall not exceed the total value of the railroad together with its franchises, which value shall be determined by the railroad commissioners. The first board of directors shall adopt by-laws relating to the management of the affairs of the corporation, which by-laws may be amended by the stockholders.

CHAPTER 216.

Annual Returns of Steam Railroad Companies.

1878, 1883.
Rev. 1888, §§3586,
3587, 3588.
1889, ch. 172.

§ 3819. Form and date of returns. Penalty. The railroad commissioners shall annually, on or before the thirtieth day of June, furnish to every railroad company, or to the trustees or receivers operating any railroad, duplicate blanks for returns in the form required by the interstate commerce commission, which returns shall be for the year ending on said thirtieth day of June. All companies, trustees, or receivers receiving such blank forms shall return one of them to the commissioners on or before the fifteenth day of September in each year, with all questions fully answered, except where the answers would be "none" or "nothing," in which case the question itself may be stricken out. Said returns shall be signed and sworn to by the president or vice-president and treasurer of the company, or by a majority of the trustees or receivers making the same. Every company, whose president or vice-president and treasurer or trustees or receivers shall refuse or neglect to make such returns, shall forfeit to the state twenty-five dollars for each day of such neglect or refusal, and the commissioners shall report such forfeiture to the state treasurer; and the books of every railroad company shall at all times be open to the inspection of any committee of the general assembly appointed for that purpose.

1878.
Rev. 1888, §3589.

§ 3820. Returns to follow forms strictly. Amendments. Every railroad company shall make its annual returns strictly according to the forms provided, and if the officers, trustees, or receivers find it impracticable to return all the items in detail as required, they shall state in their report the reasons why such details cannot be given; but no company shall be excused for not giving such details because it does not keep its accounts in such manner as will enable it to do so. When any

such returns seem to the commissioners defective or erroneous, they shall notify the company, trustees, or receivers making the same, and require the amendment of such returns within fifteen days from the time of giving such notice under the same penalty as is provided for refusing or neglecting to make returns.

§ 3821. Returns by lessors. The officers, trustees, or receivers of every railroad company, which has leased a railroad upon terms by which the rental is based upon the earnings of the leased road, shall make returns to the railroad commissioners concerning the leased road, separate and apart from the business of the lessee, and in the same manner in which the officers of said leased railroad would be required to make returns had it not been leased. 1884.
Rev. 1888, §3590.

§ 3822. Reports concerning trunk line of Consolidated road. For the purpose of annual reports to the railroad commissioners, the trunk line of the New York, New Haven, and Hartford railroad company is hereby declared to be the line of road between Woodlawn Junction in the state of New York and Providence in the state of Rhode Island; and from New Haven in the state of Connecticut to Springfield in the state of Massachusetts. This section shall not affect the method of taxation of the trunk and branch lines owned by said railroad company as fixed by the board of equalization for the year 1898. And in case any railroad shall hereafter be merged in said New York, New Haven, and Hartford railroad company, the valuation of the railroad so merged for purposes of taxation shall not be less than the valuation for the year preceding the date of such merger. 1899, ch. 198.

CHAPTER 217.

Street Railway Companies.

§ 3823. Construction plan to be submitted to local authorities. When any company shall have been chartered by the general assembly for the purpose of operating street railways, or when any such company already organized has been or shall 1873.
Rev. 1888, §3595.
1893, ch. 169, §2.

§ 3823. Terms of charter decisive as to use of motive power. 61 C. 127. Horse railway on street not an additional servitude. 32 C. 579. Electric railway not ordinarily an additional servitude. 69 C. 146.

be given the right to lay additional tracks, before such company shall proceed to construct such railway or lay additional tracks, it shall cause a plan to be made showing the highway or highways in and through which it proposes to lay its tracks, the location of the same as to grade and the center line of said highways, and such changes, if any, as are proposed to be made in any highway. Said plan shall be presented to the mayor and court of common council of each city, the selectmen of each town, or the warden and burgesses of each borough, within which such company proposes to operate its railway, who shall thereupon, after public notice, proceed to a hearing of all persons interested therein, and after such hearing may accept and adopt such plan, or make such modifications therein as to them shall seem proper, and shall, within sixty days after the presentation of such plan, notify such company in writing of their decision thereon and of such modifications therein as they have made. The refusal or neglect of any such local authorities to notify such company of their decision within the period of sixty days as aforesaid shall be deemed a refusal to approve and accept such plan as presented by such company. Nothing in this chapter shall prevent such company from continuing to present to such local authorities plans as heretofore provided, until such company and local authorities shall agree upon the same; and no such company shall construct such railway or lay additional tracks, except in accordance with a plan approved by the authorities aforesaid, or approved on appeal, by the railroad commissioners or the superior court, as provided in §§ 3832, 3833, and 3834.

1863, 1874.
Rev. 1888, §3596.
1893, ch. 169, §3.

§ 3824. Local authorities to direct location of tracks.

The selectmen of each town, the mayor and common council of each city, and the warden and burgesses of each borough, shall, within their respective jurisdictions, and subject to the right of appeal as provided in §§ 3832 and 3843, have exclusive control over the placing or locating of tracks, wires, conductors, fixtures

§ 3824. This section does not authorize selectmen to trim trees without owner's consent, to make way for wires. 66 C. 568. Conditions which municipal authorities have no power to impose, the company need not accept or perform. 67 C. 197; 74 C. 102. Town liable for injury from excavation by company outside its location; it is the duty of the town, as well as of the company, to warn travelers against danger from excavation within railway and highway lines. 67 C. 435. It is not unlawful for telephone and railway companies to use same poles for wires. 70 C. 54. City may order removal of crossing laid five hundred feet from place shown on plan approved. 73 C. 335.

or other permanent structures of any such railway in the highways, over the relocating or removal of the same, and over changes in the grade of such railway, and may make all orders necessary to the exercise of such power of control; *provided*, that orders concerning relocation, removal, and changes in grade shall be made only for the purpose of public improvement. Said orders shall be in writing, and shall be recorded in the records of the respective municipalities. Every such company shall, at its own expense, comply with and carry out such orders forthwith, and, in case of its failure so to do, such town, city, or borough may carry out said orders and recover the expense thereof from such company in an action on this statute, or may proceed by writ of mandamus to compel such company at its own expense, to carry out said orders. Except in the case of bridges, terminals, curves in turning from one street to another, and turnouts and switches not exceeding one hundred and fifty feet in length, the wrought part of any highway made suitable for travel shall nowhere be less than eight feet in width on each side of the street railway tracks, measuring from the outer rail where said tracks are located in the center of the highway, and not less than twelve feet in width, measuring from the rail nearest the wrought part of the highway where said tracks are located on the side of the highway, unless permission to reduce such width is obtained from the superior court or a judge thereof. Nothing herein shall require any such company to change the grade of any portion of the highway upon which its tracks are located, after such location; but whenever any such town, city, or borough shall change the grade of any such highway, such company shall temporarily remove its tracks for the purpose of such change, and when such change has been completed, such company shall conform the grade of its tracks to the newly established grade without cost or expense to such town, city, or borough.

§ 3825. Hearing by municipal committee. Whenever any matter relating to street railways is required to be acted upon by the warden and burgesses of any borough, or the mayor and common council of any city, the hearing thereon may be by themselves or by a committee, either standing or special, of such warden and burgess or mayor and common council, duly appointed for that purpose, or by any board connected with such

1901, ch.156, §11.

municipial government which may be designated by such warden and burgesses or mayor and common council; and in case such hearing is by a committee or board, the action of such warden and burgesses or mayor and common council shall be upon the report of such committee or board.

1893, ch. 169, §11.

§ 3826. Local authorities may change orders. The town, city, and borough authorities aforesaid, within their respective jurisdictions, may revise and change any orders made by them under §§ 3823 and 3824.

1895, ch. 125, §1.

§ 3827. Orders relating to grade. No order shall be issued by the selectmen of any town authorizing or requiring a change of grade in any highway, or the location or relocation of any railway tracks in a highway, as authorized by § 3824, except upon a majority vote of all the selectmen after a public hearing, of which at least five days' notice shall have been given, with the nature of the proposed change and the location of the same fully set forth therein.

1895, ch. 125, §3.

§ 3828. Selectmen to file orders for record. Penalty. Whenever the selectmen of a town shall prescribe the location of railway tracks in a highway, or authorize a relocation of tracks already laid or a change of grade thereof, they shall within ten days thereafter cause their decision in regard thereto to be recorded in the town clerk's office, and if they neglect to furnish the town clerk with a written statement of such decision, each of the selectmen who voted in favor of the same shall be fined not more than one hundred dollars.

1895, ch. 125, §2.

§ 3829. Tracks not to be laid until order is lodged for record. No street railway company shall lay its tracks in any highway, or make any change in the location of its tracks already laid or in the grade thereof, until after the order of the selectmen authorizing the same shall have been lodged for record in the town clerk's office. Any such company may at any time lodge any such order for record with the town clerk.

1901, ch. 156, §3.

§ 3830. Commissioners to direct method of construction. The railroad commissioners, subject to the right of appeal as provided in § 3834, shall have exclusive jurisdiction and direction over the method of construction or reconstruction in whole or in part of every street railway in the state, the

power of designating the kind and quality of track to be used and the method of laying the same, the kind, quality, and finish of all material, tracks, wires, poles, conductors, fixtures, and structures to be used in such construction, and the method and manner of applying motive power, and may make all orders necessary to the exercise of such power and direction, which orders shall be in writing and recorded in the records of said commissioners. Every company operating any street railway shall, at its own expense, comply with and carry out such orders.

§ 3831. Orders on company's application. All orders of the railroad commissioners provided for in § 3830 shall be made upon written application of the company desiring to construct or reconstruct a street railway, after a hearing had, upon such notice as said commissioners shall deem reasonable, to the selectmen of the town, mayor of the city, or warden of the borough within which it is proposed to construct such railway; and said commissioners may, at any time, upon the application of such company, after due notice to said municipal authorities, amend or change any order passed as aforesaid. 1901, ch. 156, §4.

§ 3832. Company may appeal to commissioners. Whenever the warden and burgesses of any borough, the mayor and common council of any city, or the selectmen of any town, shall make or render any decision, denial, order, or direction, with respect to the location of the tracks of any street railway company in any highway with reference to the center line of such highway and the grade thereof, and any change proposed to be made in such highway or grade thereof, or whenever any of said municipal authorities shall make or render any decision, denial, order, or direction with respect to any other matter relating to street railways, any such company affected thereby may appeal to the railroad commissioners from any such decision, denial, direction, or order, within thirty days from the service of notice upon such company of such decision, denial, direction, or order. Such appeal shall be by petition, and shall state specifically the portion or portions of such decision, denial, direction, or order appealed from and the reasons of such appeal. Said commissioners shall order such notice as they shall deem reasonable to be given to such municipal authorities, of the time and place of 1901, ch. 156, §5.

§ 3832. Notice to company may be by mail. 73 C. 337.

appearance in answer to such petition; and at such time, or as soon thereafter as said commissioners shall order, such appeal shall be tried, and said commissioners shall make such orders in reference to the matters affected by the appeal as they may deem equitable. Whenever such warden and burgesses, mayor and common council, or selectmen shall, under the provisions of § 3823, be deemed to have refused to approve and accept any plan presented by any street railway company with reference to any matter within their jurisdiction, such company shall have a like right of appeal to said commissioners, who shall have the same powers with reference thereto that said municipal authorities would have had under the provisions of § 3823, and may make all such orders with reference thereto as they may deem equitable.

1901, ch. 156, §7.

§ 3833. Commissioners may amend order. Said railroad commissioners may on application of any street railway company, with due notice to adverse parties, amend or change any order passed by them on appeal.

1901, ch. 156, §8.

§ 3834. Appeal to superior court. Any party to any proceeding relating to street railways brought before said commissioners upon either original application or by appeal, aggrieved by the decision or order of said commissioners thereon, may appeal therefrom to the superior court, in the same manner as is provided in the case of appeals taken under the provisions of § 3747, and with like effect; and said court may, upon application of such street railway company, with due notice to adverse parties, amend or change any order passed by it on appeal as aforesaid.

1893, ch. 169, §4.

§ 3835. Right of certain companies to lay tracks to cease. In case any street railway company, which, since the first day of January, 1893, has been, or hereafter shall be, authorized by its charter, or by an amendment thereto, to construct its railway in any highway, has not or shall not have constructed its railway in such highway on or before the close of the second regular session of the general assembly after that at which such authority was or shall be granted, all right of such company to lay its tracks in such highway shall thereupon cease; *provided, however,* that the right, in any highway or part of a highway, of any street railway company under any charter or amendment thereto granted prior to 1893, if such company has constructed

part of its railway before said date, shall not cease because of the delay of such company to construct its railway in such highway, if such company shall construct its railway in such highway within two years from the time when the municipal authorities of the town, city, or borough in which such highway is located shall have notified such company so to do.

§ 3836. Failure to operate railway. If any such company shall discontinue the operation of its railway in any highway or portion of a highway, or, having constructed its railway thereon, shall not begin to operate the same within a reasonable time thereafter, the mayor and court of common council of any city, the selectmen of any town, or the warden and burgesses of any borough, within whose respective jurisdictions such discontinuance or failure to operate shall occur, may order such company, in writing, to operate such part of its railway within thirty days from a date named in such order. On failure to comply with said order, all right of such company to occupy such highway or portion thereof, or to keep or operate its railway in such highway or portion thereof, shall cease; and such company shall immediately thereafter remove its tracks and fixtures from such highway, and put such highway or portion thereof in good condition for public travel. In case such company shall fail to remove such tracks and fixtures and put such highway or portion thereof in good condition for public travel, such town, city, or borough may cause such tracks and fixtures to be removed, and such highway to be put in good condition for public travel, and may recover the expense thereof from such company in an action on this statute. 1893, ch. 169, §5.

§ 3837. Company to repair highway. Every such company shall keep so much of the highway as is included within its tracks, and a space of two feet on the outer side of the outer rails thereof in repair, to the satisfaction of the authorities of the city, town, or borough, which is bound by law to maintain such highway. Such authorities shall not order such company to use any better or more expensive kind of pavement or material for that part of the highway which it is the duty of such company to keep in repair, than is used by the town, city, or borough upon the remaining width of the highway, except for a space of one foot on each side of each rail, unless such better or more expensive kind of pavement or material was required in the order permitting the original location of such railway on such highway. 1863.
Rev. 1888, §§3597,
3598.
1893, ch. 169, §6.

Such municipal authorities shall keep a record of all orders as to such repairs, and shall serve a copy thereof upon such company, and every such order shall state the time within which repairs are to be completed, which time shall not be less than thirty days from the service thereof. Upon failure of such company to make the required repairs within the time fixed by the order, such repairs may be made by the municipal authorities interested, and the expense thereof recovered from the company in an action on this statute.

1863.
Rev. 1888, §3597.
1893, ch. 169, §9.

§ 3838. Damage from defect which company should repair. Any person injured in person or property, by reason of any defect in that part of the highway which any street railway company is bound to keep in repair, may bring his action therefor against both such company and the town, city, or borough which is bound to keep such highway in repair, and any judgment recovered in such action shall run against both of such defendants. Such company shall, however, pay such judgment and save the other defendant harmless therefrom, unless the court, or the jury, if the case is tried to the jury, before whom the action is tried, shall find that such defect was due in whole, or in part, to the negligence of such city, town, or borough, in which case the court or the jury shall find and adjudge how much of the judgment shall be paid by the municipality without reimbursement from such company. The fact that such company has kept its part of the highway in repair to the satisfaction of the municipal authorities shall not operate to shift the responsibility for injuries occurring by reason of defects therein from such company to the municipality.

1893, ch. 169, §10.

§ 3839. Municipal liability limited; lien. Such town, city, or borough shall not be liable for the payment of any judgment which, under § 3838, should be paid by the railway company, unless, within sixty days after the rendition of such judgment, demand shall be made upon such town, city, or borough for such payment upon a lawful execution. If any town, city, or borough shall be compelled to pay any portion of any such judgment, the first selectman of such town, the mayor of such city, or the warden of such borough, shall, within thirty days after such payment, file for record, in the office of the town clerk of the town within which such highway is situated, a certificate showing the court by which such judgment was rendered, the

date of such judgment, the amount paid by such town, city, or borough, and that such town, city, or borough, claims a lien upon the tracks, fixtures, and other property of such company situated in such town, city, or borough, for the payment of such sum with lawful interest. Such sum and interest shall thereupon become a lien upon all the tracks, fixtures, and property of such company situated in such town, city, or borough, and shall take precedence of all other incumbrances, and may be enforced and collected in the same manner as tax liens.

§ 3840. Transportation of merchandise. Every such company may transport both persons and property, but in the transportation of property, other than such small packages and baggage as are carried by passengers, shall be subject at all times to such regulations as may be prescribed by the superior court or any judge thereof, upon the application of such company or of any person interested in such transportation, or of any town, city, or borough in which such railway is located, upon such notice as said court or judge shall deem reasonable. Any orders made by said court or judge may extend to and control such traffic over the whole line of such company, whether the same be in one county or in more than one, or may be confined to any part of such railway, in the discretion of said court or judge; and any order so made may, upon a subsequent application by such company or any person interested, or by any such town, city, or borough, be modified or rescinded by said court or judge, upon such notice as said court or judge may direct.

1893, ch. 169, §7.

See §3845.

§ 3841. Regulation of speed. The selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, within their respective jurisdictions, shall have power to pass suitable regulations relating to the speed at which any such company may run its cars upon any highway, and may alter and amend the same at pleasure, and from such regulations there shall be no appeal; but none of such authorities shall, by such regulations, authorize or permit such cars to be run upon any highway at any greater rate of speed than fifteen miles per hour.

1893, ch.169, §13.

§ 3842. Cars to stop at drawbridge; penalty. All cars of any street railway company shall be brought to a full stop at

1901, ch. 127.

§ 3841. This section does not fix speed, but restricts municipal action.
68 C. 475.

a distance of not less than one hundred and fifty feet, nor more than two hundred feet, from the draw in every drawbridge upon the line of its road over which such cars are to run, before being run upon or over such draw, and such cars shall remain at a full stop until such draw is closed and securely fastened. Every person directing or operating any street railway car, who shall violate the provisions of this section, shall be fined not more than one hundred dollars or be imprisoned not more than three months; and the president and directors of any street railway company, who shall knowingly permit any violation of the provisions of this section, shall be fined five hundred dollars.

1895, ch. 283, §2.
1901, ch. 156, §6.

§ 3843. Appeal by adjoining owner. Whenever the warden and burgesses of any borough, the mayor and common council of any city, or the selectmen of any town, shall determine the location of the track of any street railway as to grade or the center line of the highway through which the same passes, any owner of land fronting on such highway, aggrieved by the location of said track or tracks as to grade or the center line of the highway in front of the premises owned by him, may appeal to the railroad commissioners from the decision, direction, or order locating such track or tracks, within thirty days after the making of said decision, direction, or order. Said appeal shall be taken in the same manner and proceeded with in all respects as provided for in § 3832 for appeals of street railway companies, except that said commissioners shall order a notice to be given to the street railway company similar to that required in said section to be given to municipal authorities.

1893, ch. 169, §13.
1897, ch. 105.

§ 3844. Company may purchase land for layout. Any street railway company organized under the laws of this state, with power to build and operate its railway in any highway, shall have power to purchase land, to enable such company, in the building and operation of its railway, to avoid heavy or inconvenient grades, or to render the operation of such railway more feasible and advantageous; and may construct and operate its railway over land so purchased; *provided*, that such company shall not by so doing substantially change the course and direction of its railway.

1897, ch. 37.

§ 3845. Passenger car regulations. All such companies may make and enforce reasonable regulations concerning the

kind and size of packages and baggage which may be brought into passenger cars, concerning the use of seats and passageways in cars.

§ 3846. Building of parallel roads regulated. No street railway shall be built or extended from one town to another in the highway so as to parallel any other street railway or any railroad, unless authorized by special charter prior to January first, 1893, or by the superior court or a judge thereof, after an application and finding in the manner hereinafter provided, that public convenience and necessity require the building of such railway, nor shall any street railway be built or extended under the provisions of any charter or amendment of a charter granted after the close of the session of the general assembly of 1897, so as to parallel any other street railway in any town, or any railroad in any town except within the limits of a city, until the company desiring to build or extend its railway shall have applied to the superior court or a judge thereof, and obtained, in the manner hereinafter provided, a finding that public convenience and necessity require the construction of such railway. Any company intending to build or extend such railway shall make an application to the superior court or a judge thereof for a finding that public convenience and necessity require the construction of such railway; and such court or judge shall thereupon fix a time and place to hear such application, and shall cause notice to be served, at least twelve days before the day of hearing, upon any railroad company or companies and any street railway company or companies that may be affected by the construction of such road, and upon the selectmen of any town, the mayor of any city, or the warden and burgesses of any borough within whose limits it is proposed to build such railway. Such court or judge shall hear the parties and determine whether public convenience and necessity require the construction of such railway, in whole or in part, and the decision of such court or judge shall be final and conclusive upon the parties.

1893, ch. 169, §8.
1897, ch. 243.

§ 3846. Parallel railway partly within and partly without highway is affected by this section. 69 C. 47. Financial ability of company to build railway properly considered in determining public necessity; decision of court or judge final, unless jurisdiction is exceeded or essentials of procedure violated. 69 C. 626.

1901, ch. 67.

§ 3847. Maps of railways. Penalty. Every company owning or operating a street railway, wholly or in part within the limits of this state, shall, on or before the thirtieth day of September in each year, file in the office of the railroad commissioners a map or plan of all railways constructed by it during the year ending on the thirtieth day of June next preceding. Said map or plan shall be drawn upon sheets of the state topographical map of Connecticut, or, if required by said commissioners, upon such other map as they shall designate; and the single track lines operated by such company shall be shown thereon by black lines, and double track lines operated shall be shown by red lines. Said maps or plans shall in all cases be drawn to the approval of said commissioners, and they shall furnish the sheets of said state topographical map at cost to all street railway companies applying for the same. The railroad commissioners shall make or cause to be made a general map or atlas of the state from the maps or plans required to be filed by said companies as aforesaid, showing thereon all street railway lines as the same shall appear upon the maps or plans so filed, and shall, from time to time, revise such map or atlas so that it shall show all lines of street railway in operation in this state. Such map or atlas shall be kept in the office of the commissioners. Every corporation violating the provisions of this section shall forfeit to the state fifty dollars for each such violation.

1893, ch. 169, §15.
1895, ch. 330.

§ 3848. Bonds and mortgages. Foreclosure. Every street railway company may borrow money and issue therefor its bonds signed by its president and treasurer. Before being issued such bonds shall be registered in the office of the comptroller, and a certificate of such registration shall appear on each bond; and the comptroller shall cancel any bonds so registered which may be brought to him for cancellation, and enter said act of canceling in his register. No such company shall issue any bonds of a less denomination than one hundred dollars, or have bonds outstanding at any one time to a greater amount than seventy-five per cent. of the actual cost of the construction and equipment of its railway, which actual cost its president, treasurer, and a civil engineer approved by the comptroller, shall certify under oath has been actually expended in the construction and equipment of its railway, and false swearing in the matter shall be perjury. No such company, unless specially

authorized by the general assembly, shall issue bonds except in accordance with the provisions of this section. Bonds issued under the provisions of this section may be secured by a mortgage of the property of the company issuing the same, by a deed duly executed by its president under its corporate seal, to the treasurer of the state and his successors in office, in trust, for the holders of such bonds, and recorded in the office of the secretary of state; and such mortgage shall secure equally all such bonds as may be issued from time to time to the full amount specified in such mortgage. The provisions of §§ 3806, 3807, 3810, 3811, 3812, 3813, 3814, and 3816, concerning the foreclosure of mortgages of railroad companies shall apply to any mortgages or bonds issued by street railway companies. No street, cable, or electric railway company, chartered after the close of the session of the general assembly of 1895, shall issue its bonds under the provisions of this section in excess of fifty per cent. of the actual cost of the construction and equipment of its railway. The comptroller shall not permit any bond issued in violation of any provision of this section to be registered in his office.

§ 3849. Rights of trustees and others after foreclosure. When the trustees for any mortgage bondholders of any such company shall take possession of the property of the same under a decree of foreclosure, or when the mortgage bondholders shall take possession either as such bondholders or as stockholders, upon a reorganization of such company, such trustees, bondholders, or stockholders shall succeed to and enjoy all the rights, privileges, immunities, and franchises that were or might have been enjoyed by the original stockholders or company.

1876.
Rev. 1888, §3606.

§ 3850. Court may order sale. When the trustees for any mortgage bondholders of any such company shall take possession of its property under a decree of foreclosure, and all the rights, privileges, immunities, and franchises shall have become vested thereby in the trustees, as provided by § 3849, the court in which such foreclosure is pending may authorize and empower such trustees, or their lawful agent, to sell and convey, all and singular, the said property, rights, privileges, immunities, and franchises which were or might have been enjoyed by the original stockholders or corporation, in such manner as said court may order; and by virtue of the mortgage of all the property of such

1889, ch.2, §§1, 2.

corporation and of such foreclosure and sale, the said property, rights, privileges, immunities, and franchises, all and singular, shall pass to and become vested in the purchaser or purchasers of said property, who shall have full power to reorganize such corporation.

1889, ch. 2, §3.

§ 3851. Rights and liabilities of reorganized corporation. The capital stock and the par value of the shares of such reorganized corporation shall be the same as authorized in the original act of incorporation, and such reorganized corporation shall succeed to and enjoy all the rights, privileges, immunities, and franchises which were or might have been enjoyed by the original stockholders or corporation, and shall be subject in all respects to the provisions of said act and any amendments thereto.

1889, ch. 2, §§4, 5.

§ 3852. Certificate of reorganization to be filed. Within thirty days after the date of such reorganization, the persons so reorganizing such corporation, their grantees or assigns, or a majority of them, shall file in the office of the secretary of state a certificate under their hands and seals, duly acknowledged, setting forth: the name of the corporation whose rights, privileges, and franchises have been acquired, and referring to the acts of the general assembly under which the original organization was and the reorganization has been made; the name of the court by authority of which said sale was made, and the date of the judgment or decree; the amount of the capital stock, and the number of shares into which the same has been divided; the owners of such shares at the date of filing said certificate, and the names and residences of the directors of such reorganized corporation. In case such certificate shall not be filed in manner and form as aforesaid, said proceedings for reorganization shall be void.

1893, ch. 169, §16.

§ 3853. Use of tracks by another company. When two or more street railway companies are operating in the same city or town, upon application of any one of such companies, the superior court or any judge thereof may, in its or his discretion, whenever public convenience and necessity require, authorize such company to run its cars over the tracks of any other of such companies for a distance not exceeding one-half mile; and in case the only approach to any city or town upon a particular side

is by means of a bridge or causeway, or both, for a greater distance than one-half mile, such court or judge may authorize any suburban railway company whose railway approaches such city or town upon such side, to use the tracks of any other company crossing such bridge or causeway, or both, from the place where such railways meet to some central point in such city or town, upon such terms as to manner of use, and upon the payment of such compensation, as such court or judge may deem just; and such court or judge may change or revoke such authorization upon the application of either company. No such company shall be allowed to use the tracks of another company, unless the length of track actually owned and operated by the first company exceeds the length of track to be so used.

§ 3854. Directors to be residents of state. A majority of the directors of every company operating a street railway in this state shall be residents of this state. 1893, ch. 169, § 18.

§ 3855. Steam not to be used. No street railway company shall use steam for motive power. 1864.
Rev. 1888, § 3594.

§ 3856. Removal of snow regulated. No such company, having a track in any highway within the corporate limits of any city, shall remove snow from said track, if it is of sufficient depth to allow vehicles to pass over the road on runners, without the written consent of the mayor of the city. 1861.
Rev. 1888, § 3599.

§ 3857. Removal of snow from tracks in New Haven and Fairfield counties. Any such company having a track in New Haven or Fairfield county may remove snow from it; but the authorities having control of the highways on which any such track is shall determine the manner in which such removal shall be made. When the snow shall be removed from any part of the track by carting, the city or borough, if any, otherwise the town, in which such part lies, shall pay half of the expense thereof to such company. 1874.
Rev. 1888, § 3600.

§ 3858. Disposition of snow regulated. No street railway company shall allow any snow so removed from its tracks to be placed upon any sidewalk or paved gutter, or where it obstructs or endangers public travel. 1874.
Rev. 1888, § 3601.

§ 3859. Articles of decomposing nature not to be used to melt snow. No such company shall sprinkle any article of 1861.
Rev. 1888, § 3602.

a decomposing nature on its tracks, or wash them with brine or pickle, for the purpose of melting the snow thereon, without written permission from the first selectman of the town, the mayor of the city, or the warden of the borough in which such track is located.

1861.
Rev. 1888, §3604.

§ 3860. Penalty for wrongful use of tracks. Every person who shall, without the consent of such company, use upon any street railway any vehicle with running gear fitted for the track of such road, and different from vehicles ordinarily used on highways, for the purpose of conveying passengers for hire upon the track of such road, shall be fined not more than one hundred dollars, or imprisoned not more than three months, or both.

1893, ch. 169,
§§12, 13.

§ 3861. Application of chapter restricted. Highway includes bridge. The provisions of this chapter relating to the powers of municipal authorities over street railways shall apply only to such portions of such railways as are constructed upon, over, or through any highway. The term highway, as used in this chapter, includes and covers the terms street and bridge.

1893, ch. 169.
1893, ch. 208.
1895, ch. 2.

§ 3862. Grade crossings prohibited. No electric, cable, or horse railway shall be constructed across the tracks of any steam railroad at grade.

1895, ch. 223, §1.
1901, ch. 166, §1.

§ 3863. Removal of grade crossing. Any street railway company which has power to lay its tracks in any highway which crosses a steam railroad at grade, but has no power to lay its tracks across the track of such steam railroad at grade in such highway, or any street railway company whose tracks cross the track of a steam railroad in the highway at grade, may bring its petition for the removal of such crossing in the manner specified in § 3713 for municipal authorities, and the railroad commissioners shall proceed upon such petition in the same manner and with the same powers as provided in § 3713 in the case of petitions brought by such municipal authorities.

1895, ch. 223, §2.
1901, ch. 166, §2.

§ 3864. Commissioners may apportion expenses. In proceedings taken under any of the provisions of §§ 3713, 3714, and 3716, or of §§ 3863, 3865, and this section, if any changes or removals shall be ordered, the railroad commissioners, or the

§ 3862. Held not to repeal charter right to cross steam road at grade.
65 C. 410.

superior court on appeal, may order such amount as they deem proper of the whole expense of such changes or removals to be paid by any street railway company coming under the description of § 3863; *provided*, that in case any such street railway company shall not be the petitioner, and furthermore, shall not have laid its tracks in the highway on both sides of the track of the steam railroad crossed by such highway, said commissioners, or the superior court on appeal, shall order said expense to be paid in the first instance by other parties to the proceedings before them, and shall order such street railway company to pay, in the manner and the proportion to be designated, to the parties paying said expense in the first instance, such amount of said expense, to be assessed in said order, as they shall deem proper, whenever such company shall lay its tracks at such crossings across, over, or under the tracks of such steam railroad. Such street railway company shall not commence to build its railway across, over, or under the tracks of the steam railroad at such crossing, until it shall have paid such amount in accordance with said order. No greater proportion of said expense shall be ordered to be paid by any town, city, or borough, under the authority of §§ 3863, 3865, and this section, than the proportion named in §§ 3713 and 3714.

§ 3865. Appeal. The provisions of § 3747 in relation to appeals shall apply to any decision of the railroad commissioners under the authority of §§ 3863 and 3864. Any street railway company coming within the description of any clause of § 3863 shall be made a party to any proceeding before the railroad commissioners, or before the superior court on appeal, for the change or alteration of any highway crossing a steam railroad at grade, or for the removal of such grade crossing, upon motion of any party to such proceeding.

1895, ch. 223, §3.
1901, ch. 166, §3.

§ 3866. Commissioners to prescribe manner of crossing. When the tracks of any street railway and of any steam railroad legally cross at grade, the railroad commissioners, upon the written application of the corporation or person operating such street railway or such steam railroad, may, in case said parties cannot agree, order such crossing to be made by means of frogs of such kind as the commissioners shall require. Such orders shall be made after reasonable notice to both parties to appear and be heard, and shall prescribe the time within which,

1895, ch. 332, §§1,
2.

and by whom, and in what manner, such order shall be executed. The commissioners may, from time to time, upon notice as aforesaid, make further orders as to the repair, renewal, and maintenance of such crossing. When the railroad commissioners deem that public safety requires, they may, without application to them, make and cause to be executed such orders regarding grade crossings of street railways and steam railroads as are provided for in this section.

1895, ch. 332, §§3,
4.

§ 3867. Payment of expense. Mandamus. The expense caused by the execution of such order or orders shall be paid by the corporation or person operating the railroad or railway last constructed at such crossing, and such corporation or person shall also maintain the same. Any such order may be enforced by mandamus, and the cost of such mandamus proceedings shall be taxed against the party refusing to obey such order.

1895, ch. 120.

§ 3868. Maintenance of plank on bridge. Where any street railway is constructed upon a highway bridge over the tracks of any steam railroad, the company owning such street railway shall keep in repair so much of the planking of such bridge as is included within its tracks, and the planking upon the space between its tracks.

1895, ch. 221, §2.
1897, ch. 241, §1.

§ 3869. Commissioners may order platforms to be inclosed. When the railroad commissioners deem it necessary, in the interests of the public, or of the employees concerned, that the platforms of any or all of the cars operated by any street railway company should be protected by gates or vestibules, or that fenders should be placed upon such cars, said commissioners may order the company operating such cars to inclose the platforms thereon with gates or vestibules, or both, or to place fenders upon such cars, of such kind and in such manner as they may deem necessary and proper, first giving such company reasonable notice to appear and be heard, and may, after similar notice, modify or revoke any such order. The commissioners shall have sole and exclusive jurisdiction over the inclosing of such platforms and the placing of fenders on such cars; but nothing in this section shall prevent any such company from inclosing its platforms or placing fenders on its cars without such order.

§ 3870. Penalty. Any company operating such car or cars which shall neglect or refuse to comply with any order relating to platforms made pursuant to § 3869 shall forfeit to the state twenty-five dollars for each day of such neglect or refusal. 1897, ch. 241, §2.

§ 3871. Guard rails on bridges. Where the tracks of any street railway company cross any bridge or causeway, the railroad commissioners shall have the same powers with reference to the placing of guard rails thereon as are provided in § 3896 for the placing of guard rails on the bridges of steam railroads. 1895, ch. 221, §1.

§ 3872. Returns to commissioners. All companies, trustees, or receivers operating street railways in this state shall, on or before the fifteenth day of September in each year, make a return to the railroad commissioners in such form as they shall prescribe. Such form shall substantially follow the form required by the interstate commerce commission for steam railroads, so far as such form is applicable to the business and affairs of street railway companies, with such additional matters as shall render said return as complete, as to the business, property, and affairs of such companies, as the return required from steam railroad companies under the provisions of § 3819. Said return shall be for the fiscal year ending the thirtieth day of June next preceding, and shall be signed and sworn to by the president and treasurer of the company or by a majority of the trustees or receivers making the same. The commissioners shall annually, on or before said thirtieth day of June, furnish such companies, trustees, or receivers with duplicate blank forms which shall conform to the requirements of this section. The provisions of §§ 3820 and 3821 shall apply to street railway companies. Said returns shall be published annually by the commissioners in their report, and the expense of such publication shall be paid in the manner provided by § 3882. 1865.
Rev. 1888, §3605.
1893, ch. 169, §14.
1895, ch. 192.
1897, ch. 156, §1.

§ 3873. Penalty for neglect to make returns. Every company whose president and treasurer or trustees or receivers shall refuse or neglect to make such returns shall forfeit to the state twenty-five dollars for each day of such neglect or refusal, and the commissioners shall report such forfeiture to the state 1865.
Rev. 1888, §3605.
1893, ch. 169, §14.
1895, ch. 192.
1897, ch. 156, §1.

§ 3870. Repeals all inconsistent provisions of municipal charters and ordinances. 67 C. 216.

treasurer. The books of every such company shall at all times be open to the inspection of any committee of the general assembly appointed to make such inspection.

1897, ch. 209.

§ 3874. Apportionment of cost. Forfeiture. Every such company which has not apportioned the cost of its road, equipment, and permanent improvements strictly according to the form prescribed pursuant to § 3873 by the railroad commissioners under the head of "cost of road, equipment, and permanent improvements," shall cause such apportionment to be made, if the same be practicable, to the approval of said commissioners, in the annual returns hereafter filed by such company. In case any such company has built or shall hereafter build its road or any portion thereof by contract, or has purchased or shall purchase its road or any portion thereof already constructed, such company shall cause the contract or purchase price thereof to be apportioned as above provided, if such contract for building or agreement to purchase is so apportioned. Every such company failing to comply with the provisions of this section shall forfeit to the state one thousand dollars.

1899, ch. 63.

§ 3875. Sunday laws not applicable to electric cars. No law affecting travel, business, or labor on Sunday, or the operation on Sunday of any railroad or railway, shall apply to any railroad company or street railway company so as to prohibit or limit the operation on Sunday of electric cars.

CHAPTER 218.

Railroad Commissioners.

1853, 1858, 1865,
1874, 1877, 1887.
Rev. 1888, §3413.

§ 3876. Appointment. There shall be three railroad commissioners. The governor shall, within sixty days from the organization of the general assembly at its regular session in 1903, and within sixty days from the organization of said assembly at its regular session quadrennially thereafter, nominate, and with the advice and consent of the senate appoint, one railroad commissioner, and shall within sixty days from the organization of said assembly at its regular session in 1905, and within sixty days from the organization of said assembly at its regular session

§ 3875. A street railway company is liable for negligence resulting in injury to passenger riding for pleasure on Sunday. 66 C. 272.

quadrennially thereafter, nominate, and with the advice and consent of the senate appoint, two railroad commissioners.

§ 3877. Term of office. The commissioners so appointed shall hold their respective offices for four years from the first day of July next succeeding their respective appointments. The senate shall act on all such nominations within ten days after they are made. If the governor shall fail to nominate, within the sixty days prescribed, a person or persons for railroad commissioner or commissioners who shall be confirmed by the senate, the general assembly shall fill the vacancy or vacancies which would otherwise occur.

§ 3878. Qualifications of commissioners. One of the commissioners shall be a lawyer in good standing in his profession, and of at least ten years' practice; one shall be a capable and experienced civil engineer, of at least ten years' practice; and the remaining commissioner shall be a practical business man; and they shall constitute the board of railroad commissioners. No stockholder or agent of any railroad or street railway company shall be a commissioner. 1877.
Rev. 1888, §3414.

§ 3879. Vacancies how filled. If any vacancy occurs in said board at a time when the general assembly is not in session, the governor shall appoint a commissioner to fill such vacancy until the rising of the next session of the general assembly. All other vacancies shall be filled for the remainder of their respective terms in the manner provided in § 3877. 1877.
Rev. 1888, §3415.

§ 3880. Clerk and office. The commissioners shall appoint a clerk. The comptroller shall furnish them an office in the capitol, which they shall keep open during the usual business hours, and they shall keep their records there. 1871, 1874, 1877.
Rev. 1888, §3416.

§ 3881. Records. Employment of experts. The commissioners shall keep a record of all communications addressed to them officially, of all their official acts and proceedings, and of all facts learned in relation to any casualty, with the names of the persons from whom such facts were obtained or by whom they may be proved. Said commissioners may when necessary employ an electrical engineer and other experts and agents. 1877.
Rev. 1888, §3417.
1901, ch.156, §13.

§ 3882. Payment of commissioners. The office expenses, salaries, and traveling and incidental expenses of the com- 1877.
Rev. 1888, §3418.
1901, ch.156, §12.

missioners shall be paid monthly from the treasury of the state, and in July of each year the whole amount so paid during the year ending the fourth of July shall be apportioned by the comptroller among the several companies, trustees, receivers, assignees, lessees, or other parties operating railroads and street railways in the state in proportion to the respective valuations of their property made and corrected for the purposes of taxation during the year next preceding, under the provisions of § 2424, who shall pay to the treasurer the amount so apportioned to them respectively.

1853.
Rev. 1888, §3419.
1901, ch.156, §14.

§ 3883. Commissioners to have free passage. The commissioners shall have the right to pass free of charge, in the performance of their duties, on all railroads and street railways in the state, and to take with them any person in their official employment.

1874.
Rev. 1888, §3423.

§ 3884. General duties. The commissioners may at any time, and on the complaint in writing of five of the stockholders or creditors of any railroad company assigning sufficient reason shall, examine the railroad of such company and all its appurtenances, engines, and cars, and its by-laws and rules; and in such examination shall pass over the road at a rate not exceeding six miles an hour, shall stop at each culvert, bridge, and piling, and examine the same, and shall examine the rails and ties in every mile, after notifying the company in writing of the time of such examination. They shall notify the company to make all repairs required within a time limited; shall make such rules as to platforms and outbuildings at stations as are for the public interest; may prescribe the time during which any ticket office shall be open for the sale of tickets, and no company neglecting to comply with such order shall receive more than the regular ticket price for fare; shall make necessary orders for compelling companies to furnish comfortable seats for passengers, and for regulating the manner in which companies shall manage their engines and cars at highway crossings; shall direct that suitable warning boards be put up at dangerous crossings; may require companies to maintain a gate across a highway at any crossing, and to provide an agent to open or close the same; shall, when

§ 3884. Railroad commissioners have no powers of arbitration, and cannot render conditional judgments. 41 C. 355. Their duties are administrative rather than judicial. 43 C. 382.

two roads meet or intersect, at the request of the directors of the company owning either, prescribe rules relative to the exchange of passengers and baggage; and shall cause printed copies of §§ 3783 and 3784 to be kept posted up at all railroad stations, and may cause any other portion of the law relating to railroads to be posted as they may direct.

§ 3885. Notices concerning layout and real estate.

Before the commissioners shall approve the layout of any railroad, or the taking of any real estate for the purposes of such road, or any change or alteration of the same, they shall give reasonable notice to all persons having an interest in such real estate to attend and be heard; and the appraisers shall cause a like notice to be given to all persons interested in such real estate. If any such person resides out of this state, or is a *feme covert*, infant, or *cestui que trust*, or is *non compos mentis*, any judge of the superior court may prescribe the notice to be given to such person.

1849.
Rev. 1888, §3420.

§ 3886. Road not to be opened without certificate of commissioners. No part of any railroad or street railway shall be opened for public travel unless the company operating such railroad or street railway shall first obtain a certificate signed by the commissioners that it is in a suitable and safe condition.

1856.
Rev. 1888, §3421.
1901, ch. 156, §1.

§ 3887. Commissioners to examine roads. The commissioners shall examine the several railroads and street railways in the state once in each year, and oftener when they deem that public safety so requires, and shall make a like examination of any railroad or street railway within the limits of any town, when so requested in writing by the selectmen of such town or by the authorities having control and supervision of the streets and highways therein, and shall see that such railroads and railways are kept in suitable repair, and that the companies operating them faithfully comply with all provisions of law.

1850, 1856, 1862.
Rev. 1888, §3422.
1901, ch. 156, §2.

§ 3888. May order gates, flagmen, and signals. Penalty. The commissioners, when requested in writing, by the selectmen of any town, the mayor and common council of any city, or the warden and burgesses of any borough, to order a gate or electric signal to be erected, or a flagman to be stationed at

1884.
Rev. 1888, §3424.

§ 3888. Unless ordered by commissioners, only such safeguards as the statute requires need be furnished. 57 C. 23.

any railroad crossing within such town, city, or borough, shall visit such place, first giving the authorities making such request, and the company operating the road, reasonable notice thereof; and if they find that public safety requires it, shall order such company to maintain a gate or electric signal, or to keep a flagman at such place, or to do any other act necessary for the protection of the public, and may specify when such gate shall be opened and closed, or when a flagman shall be on duty, and may change any such order when they deem it necessary, first visiting the town, city, or borough in which such crossing is located, and there giving the authorities thereof and such company an opportunity to be heard. If any such company shall neglect to station flagmen or maintain gates or electric signals as ordered by the commissioners, or shall neglect to comply with any order of the commissioners made pursuant to this section, it shall forfeit to the state fifty dollars for each day of such neglect.

1883, 1884.
Rev. 1888, §3425.
1889, ch. 216.

§ 3889. Notice of decision. Appeal. When the commissioners, on application as provided in § 3888, shall make or refuse to make an order, their decision shall be communicated to the parties in interest within thirty days from the final hearing, and any party aggrieved by such decision may appeal therefrom to the superior court in the manner provided for appeals in § 3747 and with like effect. In all cases in which, on appeal as aforesaid, an order shall be passed by the superior court, said court may, at any time upon the application of any party, with due notice to adverse parties, annul or vary such order; *provided*, that said court shall find that there has been a change of circumstances surrounding such crossing.

1887.
Rev. 1888, §3569.

§ 3890. Orders for heating and lighting cars. The commissioners may make all orders which shall seem to them to be required by public safety, relating to heating and lighting passenger cars, and shall report any neglect by any railroad company to comply with such orders, to the general assembly at its next regular session.

1884.
Rev. 1888, §3492.

§ 3891. Use of highway for switching restricted. The commissioners may forbid any railroad company to use for switching purposes or standing trains such portion of its tracks upon or across any highway as in their opinion public convenience requires should not be so used; and they may limit the

number of tracks which a company may lay upon or across a highway for side tracks or switching purposes, and may order any such company to remove such of the side tracks or switching tracks now laid upon or across any highway as the commissioners may deem public convenience or safety requires should be removed.

§ 3892. Use for switching regulated on petition; appeal. Said commissioners, when requested in writing by the selectmen of any town, the mayor of any city, or the warden of any borough, to forbid the use for switching purposes of the tracks of any company where the same cross any highway within such town, city, or borough, shall visit such crossing, first giving reasonable notice to the authorities making such request and to such company, and, if they find that public convenience requires, shall order the company operating such railroad not to use the same, or such part thereof as may be specified in said order, for switching purposes, and may make any order regulating such switching that they shall deem proper; and, upon like application and notice, shall make such orders in regard to the laying of side tracks or tracks for switching purposes upon or across such highways, or for the removal of such tracks already laid, as they may judge proper. The commissioners may change any such order, after giving such town, city, or borough, and such company an opportunity to be heard. When the commissioners, on application as aforesaid, shall make or refuse to make an order, their decision shall be communicated to the parties in interest within twenty days from the final hearing, and any party aggrieved by such decision may appeal to the superior court in the manner provided for appeals in § 3747, and with like effect. The superior court may upon application of any party, with due notice to adverse parties, amend or change any order passed as aforesaid.

1884.
Rev. 1888, §3493.

§ 3893. General orders regarding crossings. Penalty. The commissioners may make orders for the regulation of the speed at which locomotives and cars shall cross highways, and generally may make all orders which they deem necessary or proper to prevent inconvenience to the public relating to the crossing or obstruction of highways by locomotives and cars. Every company which shall violate any such order shall forfeit to the state fifty dollars for each day of such violation.

1883.
Rev. 1888, §3493.

1895, ch. 133.

§ 3894. Speed of trains in cities and boroughs. The power to regulate the speed of railroad trains within the limits of cities and boroughs shall be vested exclusively in the board of railroad commissioners.

1853.
Rev. 1888, §3426.
1901, ch. 156, §9.

§ 3895. Recommendations by commissioners. The commissioners shall, from time to time, recommend to the several companies operating steam railroads and street railways in this state, or to any of them, the adoption of such measures and regulations as such commissioners deem conducive to the public safety or interest; and shall report to the next general assembly any neglect on the part of any such company to comply with any such recommendation.

1878.
Rev. 1888, §§3427,
3428.

§ 3896. Guard rails on bridges. Penalty. When the commissioners shall deem it necessary for the safety of persons traveling upon any railroad in this state that guard rails or any other appliances to secure safety should be placed upon any bridge used by the company operating such railroad, the commissioners may order such company to place such guards upon such bridge as they may deem necessary and proper. Every such company which shall neglect or refuse to comply with such order shall forfeit to the state twenty-five dollars for each day of such neglect or refusal.

1853.
Rev. 1888, §3429.

§ 3897. When officers or company may be enjoined. If, upon examination of any railroad or the affairs of any railroad company, the commissioners shall be of opinion that such road is in such condition, or that the affairs of such company are so conducted, as to endanger public safety, or that the company has violated the law or refused to obey the directions of said commissioners or of the superior court, or any judge thereof, they may within one year after said examination make application to any judge of such court for an injunction to restrain any person from exercising or attempting to exercise the duties of any officer in such company; and such judge may proceed thereon as the superior court may do on complaints for injunctions.

1872, 1881.
Rev. 1888, §§3430,
3431.
1901, ch. 156, §15.

§ 3898. Commissioners may examine witnesses. The commissioners may summon and examine under oath such witnesses as they may think proper in relation to the affairs of any railroad company or street railway company; and whoever shall refuse, without justifiable cause, to appear and testify, or

shall in any way obstruct any railroad commissioner in the discharge of his duty shall be fined not more than one thousand dollars, or imprisoned not more than one year, or both. The fees of witnesses summoned by the commissioners to appear before them under the provisions of this section, and the fees for summoning such witnesses, shall be taxed by the commissioners and paid by the state treasurer upon the order of the comptroller.

§ 3899. Commissioners' report. The commissioners shall make an annual report of the general conduct and condition of all railroads and street railways in the state, and of every violation of law by any company owning or operating any such railroad or street railway, and shall embody in their report such suggestions for legislation as they may think proper.

1853, 1876, 1883.
Rev. 1888, §3432.
1895, ch. 294.
1901, ch.156, §10.

§ 3900. Penalty for disregard of order. When any railroad company fails to comply with any lawful order of the commissioners relating to any highway crossing or portion of a railroad within any town in this state, for which failure no other penalty is provided, such company shall forfeit to the town, within which is situated that portion of the railroad in reference to which the order is made, the sum of one hundred dollars for every such failure, to be recovered in an action to be brought within sixty days after the right of action shall accrue.

1884.
Rev. 1888, §3496.

§ 3901. Recovery of forfeitures to state. All forfeitures, not otherwise provided for, accruing to the state from any railroad company by reason of its neglect or refusal to comply with the orders of the commissioners, shall be recovered by the state treasurer in an action upon the respective statutes providing for such forfeitures.

1884.
Rev. 1888, §3497.

General Penalty.

§ 3902. Penalty. Every person who shall violate any provision of this title, for which no other penalty is prescribed or provision made, shall be fined not more than five hundred dollars.

Rev. 1888, §3607.

TITLE THIRTY.—CHAPTER 226.

§ 4034. Deeds of railroad companies. Whenever any railroad company shall make and properly execute a deed in fee

1875.
Rev. 1888, §2959.

simple of any lands, which said company has derived by purchase, said deed shall effectually convey the title to said lands to the absolute use of the grantee.

1846.
Rev. 1888, §2971.

§ 4047. No right to railroad or canal land by adverse possession. If the owner or occupant of any land adjoining any railroad or canal has, since the tenth of June, 1831, taken, or shall take, into his enclosure any part of the land belonging to said railroad or canal, as located and established, or since that time has erected, or shall erect, any building upon any such land, no adverse possession of the land so enclosed or built upon shall confer any title thereto.

TITLE THIRTY-TWO. — CHAPTER 233.

1871.
Rev. 1888, §3022

§ 4140. Lien on railroad for services or materials in construction. If any person shall have a claim for materials furnished or services rendered for the construction of any railroad, or any of its appurtenances, under any contract with or approved by the corporation owning or managing it, such railroad shall, with its real estate, right of way, material, equipment, rolling stock, and franchises, be subject to the payment of such claim; and said claim shall be a lien on said railroad, railroad property, and franchises, and such lien shall be asserted, perfected, and foreclosed in all respects in accordance with the provisions of §§ 4136, 4137, 4138, and 4139, except that the certificates of the lien and of its discharge shall be filed in the office of the secretary of state, who shall record them in a book kept for that purpose.

TITLE FIFTY-EIGHT. — CHAPTER 285.

1893, ch. 119, §1

§ 4866. Conditional sale of railway equipment to be recorded. In any contract for the sale of railroad or street railway equipment, or rolling stock, it shall be lawful to agree that the title to the property sold, or contracted to be sold, although possession thereof may be delivered immediately or at any time or times subsequently, shall not vest in the vendee until the purchase price shall be fully paid, or that the vendor shall

§ 4866. Cited 63 C. 439.

have and retain a lien thereon for the unpaid purchase money. In any contract for the leasing or hiring of such property, it shall be lawful to stipulate for a conditional sale thereof, at the termination of such contract, and that the rentals or amounts to be received under such contract may, as paid, be applied and treated as purchase money, and that the title to the property shall not vest in the lessee or bailee until the purchase price shall have been paid in full, and until the terms of the contract shall have been fully performed, notwithstanding delivery to and possession by such lessee or bailee; *provided* that no such contract shall be valid as against any subsequent attaching creditor, or any subsequent *bona fide* purchaser for value and without notice, unless the same be evidenced by an instrument executed and duly acknowledged by the parties thereto before some person authorized by law to take acknowledgment of deeds, and in the same manner as deeds are acknowledged, and duly recorded in the office of the secretary of state, nor unless each locomotive engine, or car, so sold, leased, or hired, or contracted to be sold, leased, or hired, as aforesaid, shall have the name of the vendor, lessor, or bailor, plainly marked on each side thereof, followed by the word "owner," or "lessor," or "bailor," as the case may be.

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